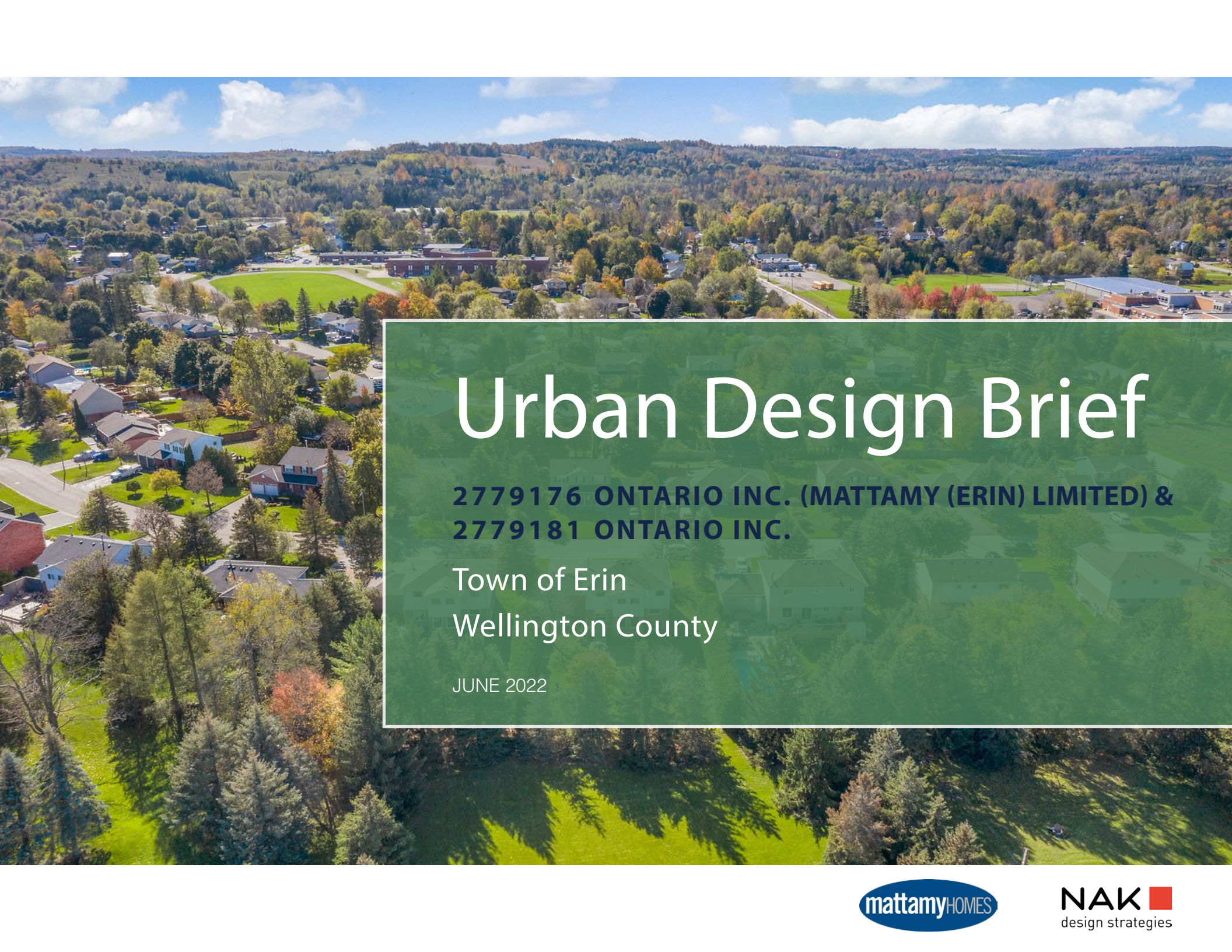




# Urban Design Brief

**2779176 ONTARIO INC. (MATTAMY (ERIN) LIMITED) &  
2779181 ONTARIO INC.**

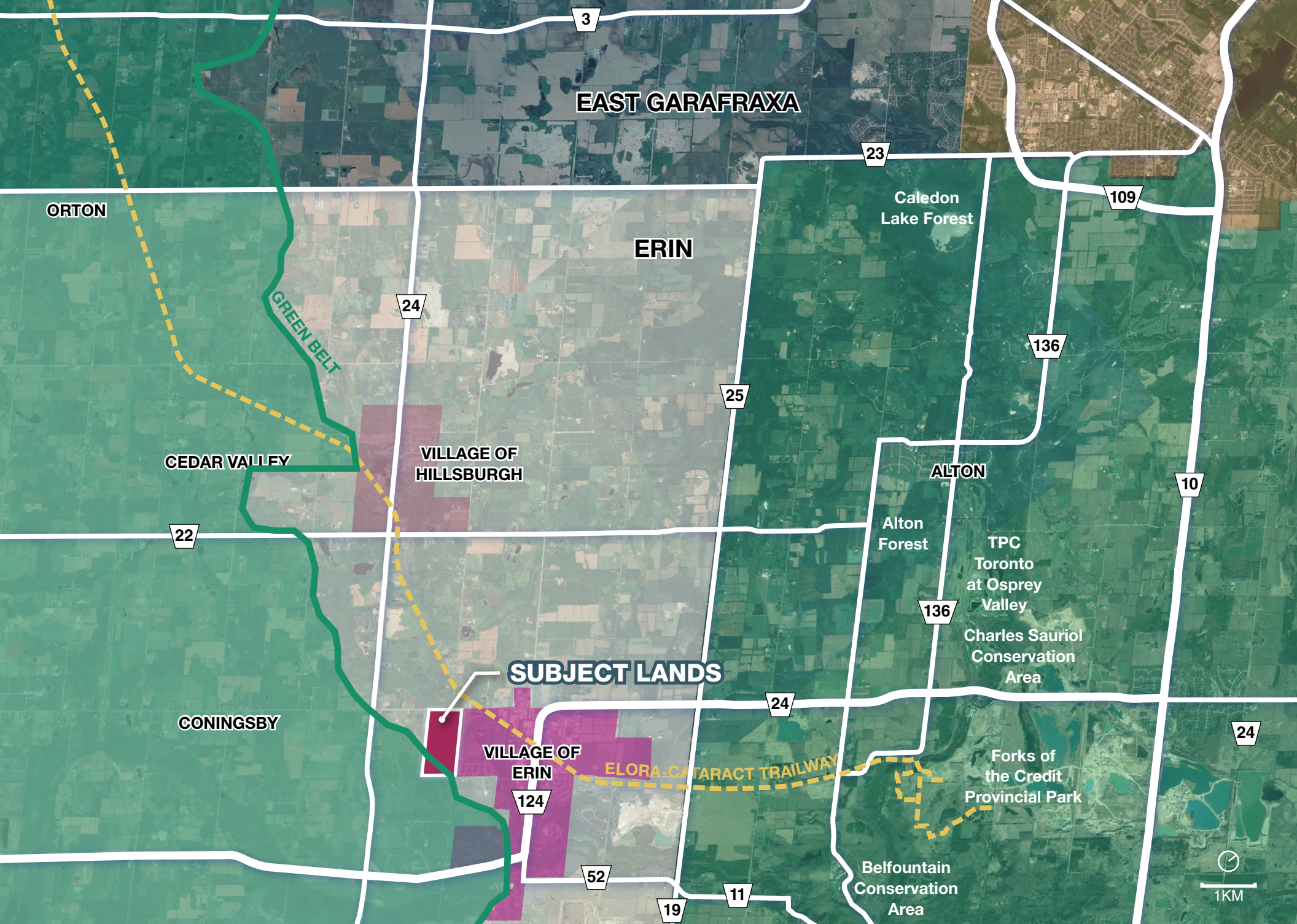
Town of Erin  
Wellington County

JUNE 2022

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Future development location and surrounding regional context

## INTRODUCTION

### 1.1 DOCUMENT PURPOSE & STRUCTURE

NAK Design Strategies has been retained jointly by 2779176 Ontario Inc. (Mattamy (Erin) Limited) and 2779181 Ontario Inc. to prepare this Urban Design Brief (UDB) in support of two Zoning By-law Amendment and Draft Plan of Subdivision applications required to permit development of 63.14 ha (156.02 ac.) of greenfield the lands within the Town of Erin in Wellington County, legally referred to as Parts of Lots 16 & 17, Concession 8, Erin (hereinafter the “subject lands”). Separate applications are being submitted on behalf of both clients for their respective properties, one for the north parcel, consisting of 27.2 ha (67.01 ac.); and one for the south parcel, consisting of 36.02 ha (89.01 ac.), however this UDB is meant to accompany both sets of applications.

This UDB provides design direction related to the implementation of the vision and intent for this proposed development. It focuses on the physical design, with particular reference to opportunities and constraints, structuring elements, pedestrian circulation, road network, streetscape treatment, built form characteristics, and the proposed park, open space, and trail system.

Aligning with The Town of Erin Community and Architectural Design Guidelines, the UDB emphasizes and describes those elements that are fundamental in creating an attractive, pedestrian-friendly urban environment, appropriately integrated within the surrounding community. The UDB consists of five sections which have been structured as follows:

#### SECTION 1: INTRODUCTION

Provides a description and analysis of the study area, community goals, and opportunities and constraints.

#### SECTION 2: COMMUNITY DESIGN PLAN

Describes the proposed Draft Plans of Subdivision and identifies the structuring elements.

#### SECTION 3: STREETScape & OPEN SPACE DESIGN

Describes the streetscape and open space approach with corresponding design guidelines.

#### SECTION 4: BUILT FORM

Addresses the built form vision with corresponding design guidelines.

#### SECTION 5: SUSTAINABILITY & LOW-IMPACT DESIGN

Describes the integration of sustainable practices and techniques to be considered for the design.

#### SECTION 6: IMPLEMENTATION

Comments on the applicant responsibilities, as well as the implementation and approval process in the Town of Erin.

## 1.2 STUDY AREA & CONTEXT

Located adjacent to Erin Heights Golf Course, the proposed development is located approximately 1.5km north west of the main commercial area in downtown Erin along the northwest boundary of the Town of Erin's Settlement Area (Official Plan - Schedule A2-1). The greenfield development parcel has extreme grading conditions and is situated at the south of Sideroad 17, west of 8 Line, east of Trafalgar Road North, abutting established residential properties on the north and southeast sides.

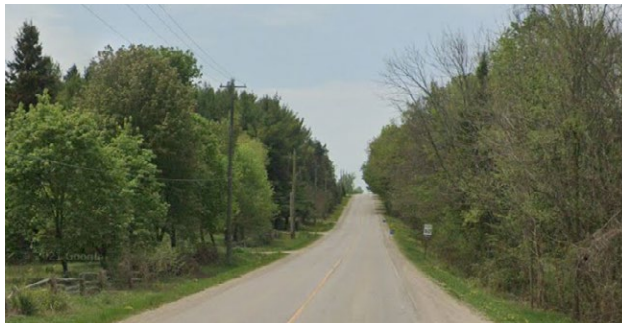
The block is bounded by the following:

To the north: Established residential on the south side of Sideroad 17

To the east: 8 Line and Erin Heights Golf Course further east

To the south: Natural Heritage System (NHS)

To the west: NHS along the southern boundary and agricultural lands along the remaining portion



1 View facing west along Sideroad 17



2 View facing west of NHS in subject lands



3 View of Erin Heights Golf Course entrance



4 Existing view of subject lands facing west from 8 Line and Erin Heights Drive



5 View of single family dwelling in established community to the southeast



6 View of residential area on Main Street, north of downtown Erin

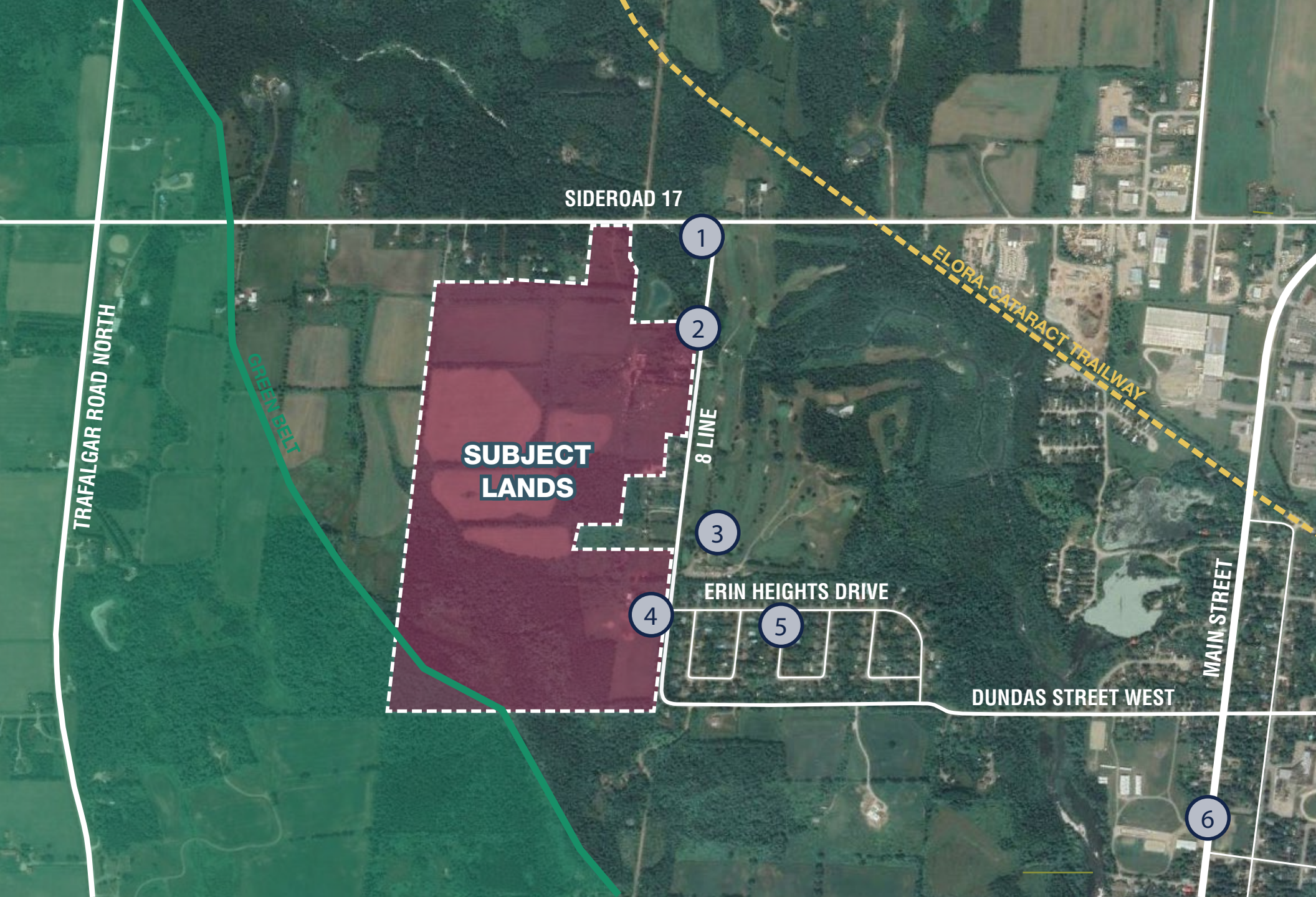


Figure 1: Site Context



## 1.3 COMMUNITY DESIGN GOALS & OBJECTIVES

The proposed development is intended to supply new residential housing within the Town of Erin with the goal to promote, facilitate and participate in the development of a welcoming and vibrant neighbourhood. The following principles shall be used to guide the development and realize the vision:

- **A sustainable natural and open space system** - recognize importance of the natural environment and the NHS within and surrounding the subject lands, and the need to protect and capitalize on these existing resources to benefit future generations.
- **Provide access and visibility to open space** - develop physical (interconnected trail system, street network) and visual access to open spaces; these spaces are supportive of an improved quality of life and promote physical activity by providing recreational opportunities for residents.
- **Establish a compact, walkable community** - create pedestrian-scaled neighbourhoods that encourage community interaction and foster a sense of place.
- **Encourage a variety of housing** - implement a variety of housing types and styles that contribute to the character of the neighbourhood.
- **Integration** - ensure the physical fabric and land uses within the subject lands integrate appropriately with adjacent existing residential to the north and south east.
- **Attractive Built Form Environment** - Encourage a high standard of design that reflects the existing heritage character of the Town and County, creates a sense of place, and contributes to civic pride.
- **Logical street network** - establish a street configuration that provides logical, safe, and convenient access to community facilities and natural features within and beyond the study area.
- **Accessible and attractive parks** - integrate important open space facilities that provide active and passive uses, a variety of functions and features, and serve as a social and recreation focus for residents.





## 1.4 POLICY CONTEXT

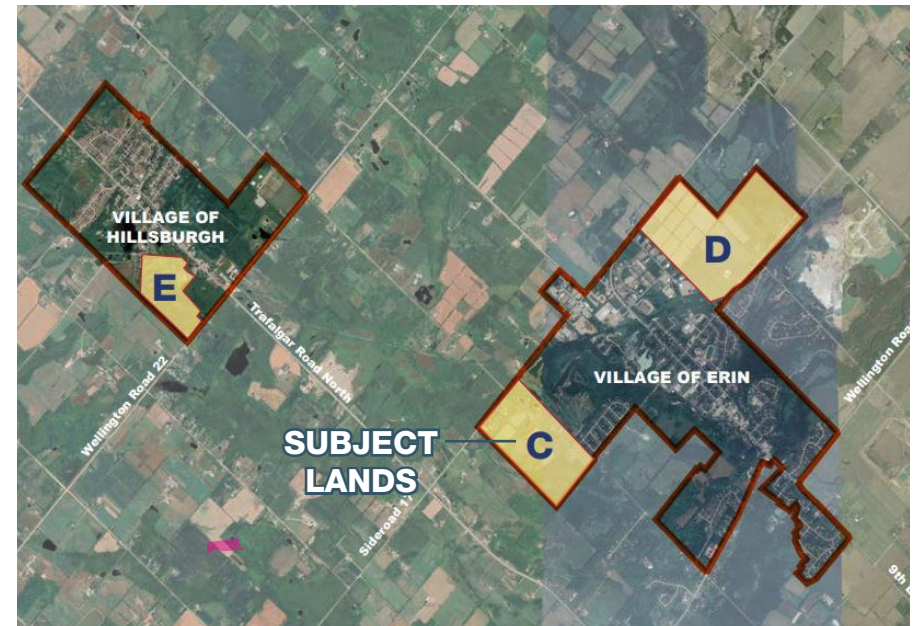
The development of the subject lands provides an opportunity to develop an integrated community within the Town of Erin. The proposed Mattamy Community is subject to a number of planning documents and policies at both the provincial and local government levels.

The Provincial Policy Statement (PPS) outlines the goals and objectives of the province related to community planning and growth. It aims to achieve development that is healthy and sustainable from an economic and environmental point of view. Planning for the Mattamy Community is consistent with the policies of the PPS.

The County of Wellington Official Plan implements the directions of the PPS through local planning policies. Located within the Urban Centre / Settlement Area boundary as designated by the County of Wellington Official Plan, the proposed community complies with the regional planning vision that is framed around sustainable development, land stewardship and healthy communities.

In conjunction with the planning and urban design policy goals and objectives, the established County and Town policies will be used to provide a set of high-level guidelines to guide the planning process to help achieve the vision for the development.

The following policy documents specifically apply to the development, where the outlined goals align with the proposed greenfield development.



Location of the subject lands within the Villages of Erin and Hillsburgh, in Area C of the preferred growth scenario (source: Town of Erin, Community & Architectural Design Guidelines).



Figure 2: Credit Valley Conservation Area in Erin

### 1.4.1 County of Wellington's Official Plan

The County of Wellington Official Plan (County OP) came into effect in 1999. To support the intent of the provincial policies, the County OP outlines a long-term vision and growth strategy for the lands within its jurisdiction in a manner that is appropriate and sustainable for their small towns and rural areas. The County Official Plan designates three major land use systems – Greenlands, Rural, and Urban. As such, the County directs future growth to be in designated Urban Areas. Policies in this document are supported by the following objectives:

- Encourage development patterns that are both efficient and cost-effective;
- Capitalize on areas that have existing and/or planned utilities and transportation systems; and
- Promote opportunities for intensification and redevelopment in urban centres while maintaining the existing small-town scale and historic streetscapes

### 1.4.2 Town of Erin's Official Plan

Approved by the County of Wellington in 2004, the Town of Erin's Official Plan (OP) provides more detailed direction on how future growth and development will be managed in the Town. It contains principles, policies, by-laws, plans of subdivisions, and other matters related to land use changes. The Town's OP must also be read in conjunction with the County of Wellington's Official Plan. Specific to the context and characteristics of the Town, the OP aims to safeguard and balance the public interest, as well as protect and enhance their natural, cultural, and economic resources.

The policies in this document are supported by the following principles:

- Direct new development to designated urban areas;
- Although the single-detached dwelling is the predominant housing typology, encourage a range of low and medium density housing types;
- Maintain the Town's rural character by keeping agricultural land workable and in production;
- Protect and enhance the diverse natural systems; and
- Encourage both residents and visitors to live in harmony with the environment.

### 1.4.3 Community and Architectural Design Guidelines

The Town of Erin's Community and Architectural Design Guidelines document was established in early 2021 as a unified design approach to reach their vision and manage their anticipated growth. Forecasted to increase from a population of approximately 12,300 to 18,900 by 2041, the Town is looking to allocate much of the growth to their Urban Centres – the Village of Erin and the Village of Hillsburgh. By doing so, these practices will ensure the Town develops sustainably, and will be able to preserve important agricultural areas and natural features. The following 'Guiding Principles' work alongside the vision to give direction to how the physical aspects of the community should be developed:

- Seamlessly integrate neighborhoods with the surrounding natural heritage;
- To contribute to better place-making, enhance the character and attributes of the community;
- Support active transportation options and provide connectivity within and between communities;
- Encourage high-quality built form;
- Create a pedestrian-friendly public realm; and
- Incorporate sustainability practices and strategies into the design of buildings, open spaces, and infrastructure.

### 1.4.4 Parks, Recreation and Culture Master Plan

The Town of Erin's Parks, Recreation and Culture Master Plan (the Plan) was established in 2019 to help manage the development of parks and trails, recreation and cultural facilities, programming, and events in a strategic manner over a period of 10 years. The Plan outlines a series of short, medium, and long-term goals and ensures it is inclusive for residents and visitors of all ages and abilities to participate. Based on their vision to develop an active, engaged, and vibrant community that maximizes its physical and natural assets to have unique recreation experiences, the Plan's outlines the following principles:

- Invest in recreation infrastructure that will attract and retain use for a wide audience;
- Adopt an asset management approach to invest in infrastructure;
- Address the needs of both the aging and changing population;
- Enhance existing assets by investing and introducing creative programming, and where possible through partnerships;
- Monitor trends and community demand for events, new sports, and activities;
- Provide high quality services with enhanced user experience with recreation and cultural facilities; and
- Encourage broad community participation and recognition of natural assets by having a balanced approach to fee setting.

## 1.5 OPPORTUNITIES & CONSTRAINTS

The subject lands present a set of opportunities and constraints related to the development's location, contextual issues, as well as design policies that will influence the structure of the development and provide the starting point for the evaluation of more detailed urban and architectural design.

The following opportunities and constraints will be considered during the design and development of the subject lands:

- Neighbourhood Compatibility - mitigate negative impacts to existing adjacent residential to the south of the subject lands;
- Neighbourhood Connector - utilize existing street fabric for neighbourhood linkages;
- Internal Vehicular Connection - create safe and logical internal vehicular connections;
- External Pedestrian Connections - create opportunities for direct links with existing pedestrian circulation routes;
- Internal Pedestrian Connections - create safe and logical pedestrian connections throughout the proposed development;
- External Streetscape Presence - achieve an effective streetscape edge along Sideroad 17 and 8 Line that is appropriate to the proposed built form and reflects the scale of the roads;
- Existing Topography - configure street layout to respond to adverse grading conditions; and
- NHS Lands - protect and enhance existing topographical and natural heritage features and areas, and their associated ecological functions.

### LEGEND

|                                                                                     |                               |                                                                                     |                         |
|-------------------------------------------------------------------------------------|-------------------------------|-------------------------------------------------------------------------------------|-------------------------|
|  | DEVELOPMENT BOUNDARY          |  | NATURAL HERITAGE SYSTEM |
|  | NEIGHBOURHOOD COMPATIBILITY   |  | GREENBELT LANDS         |
|  | NEIGHBOURHOOD CONNECTOR       |  | OPEN SPACE / PARK       |
|  | SIDEWALKS                     |  | STORMWATER POND         |
|  | PEDESTRIAN TRAILS             |  | PUMP HOUSE              |
|  | EXTERNAL STREETScape PRESENCE |                                                                                     |                         |

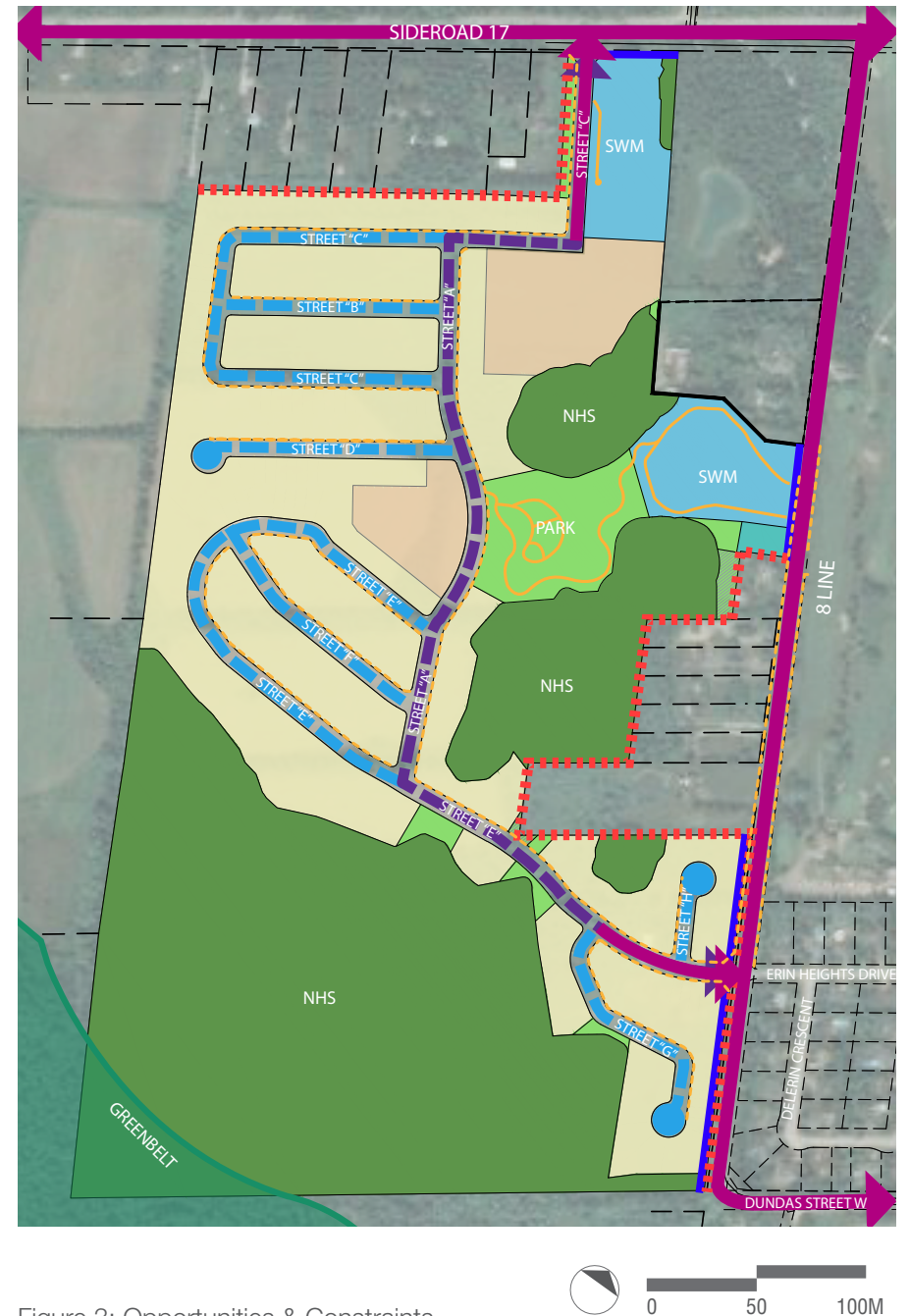


Figure 3: Opportunities & Constraints

## COMMUNITY DESIGN PLAN

### 2.1 LAND USES

The two Draft Plans propose a total of 392 single detached homes and 226 medium density multiples, inclusive of the medium density blocks, two (2) stormwater ponds, and one (1) 1.93 ha (4.8 ac) park. Accessed from the south side of Sideroad 17 and the west side of 8 Line, the development proposes a new road network with 20.0m and 18.0m right-of-way (ROW) local roads. A Natural Heritage System (NHS) comprises the south western portion of the subject lands, with smaller NHS areas located along the eastern boundary.

The low and medium density residential development is planned to have well-crafted built form that will be appropriately integrated with the Erin community. It is intended to reflect the design parameters set forth in Town of Erin's Community and Architectural Design Guidelines.

The NHS provides a major structuring element for establishing the configuration of the site plan area, built form locations, and streetscape features. A sensitive approach for appropriately integrating the new residential community at the interface 8 Line and Sideroad 17 shall be an important design consideration.

The proposed land uses contain:

- Low density residential;
- Medium density residential;
- NHS lands;
- One (1) neighbourhood park;
- Two (2) stormwater management ponds;
- Pump station block; and
- ROW's;



Figure 4: Community Design Plan

## 2.2 STREET NETWORK & HIERARCHY

A well-defined and connected network of streets forms the main structure of the community. It provides for the safe and convenient movement of pedestrians, cyclists, and vehicles, serves as a common space for social interaction, and establishes the initial visible impression of the community.

The road network established for the subject lands responds to the site's topography, natural features, and existing residential areas situated along the community's edges.

Local roads (18.0m and 20.0m ROW) are designed to foster a pedestrian-oriented environment, and ensure linkages throughout the community, connecting residents to focal points such as parks, open spaces, and the stormwater management ponds. The proposed layout shall facilitate movement and circulation, support accessibility, and promote a safe, pedestrian-oriented lifestyle. They are designed to achieve short block lengths thereby creating terminating views, vistas, and other focal points.

### LEGEND

-  COMMUNITY SITE BOUNDARY
-  PROPOSED LOCAL RD. - 18.0M ROW
-  PROPOSED LOCAL RD. - 20.0M ROW
-  EXISTING COLLECTOR ROADS
-  NATURAL HERITAGE SYSTEM
-  GREENBELT LANDS
-  OPEN SPACE / PARK
-  STORMWATER POND
-  PUMP HOUSE

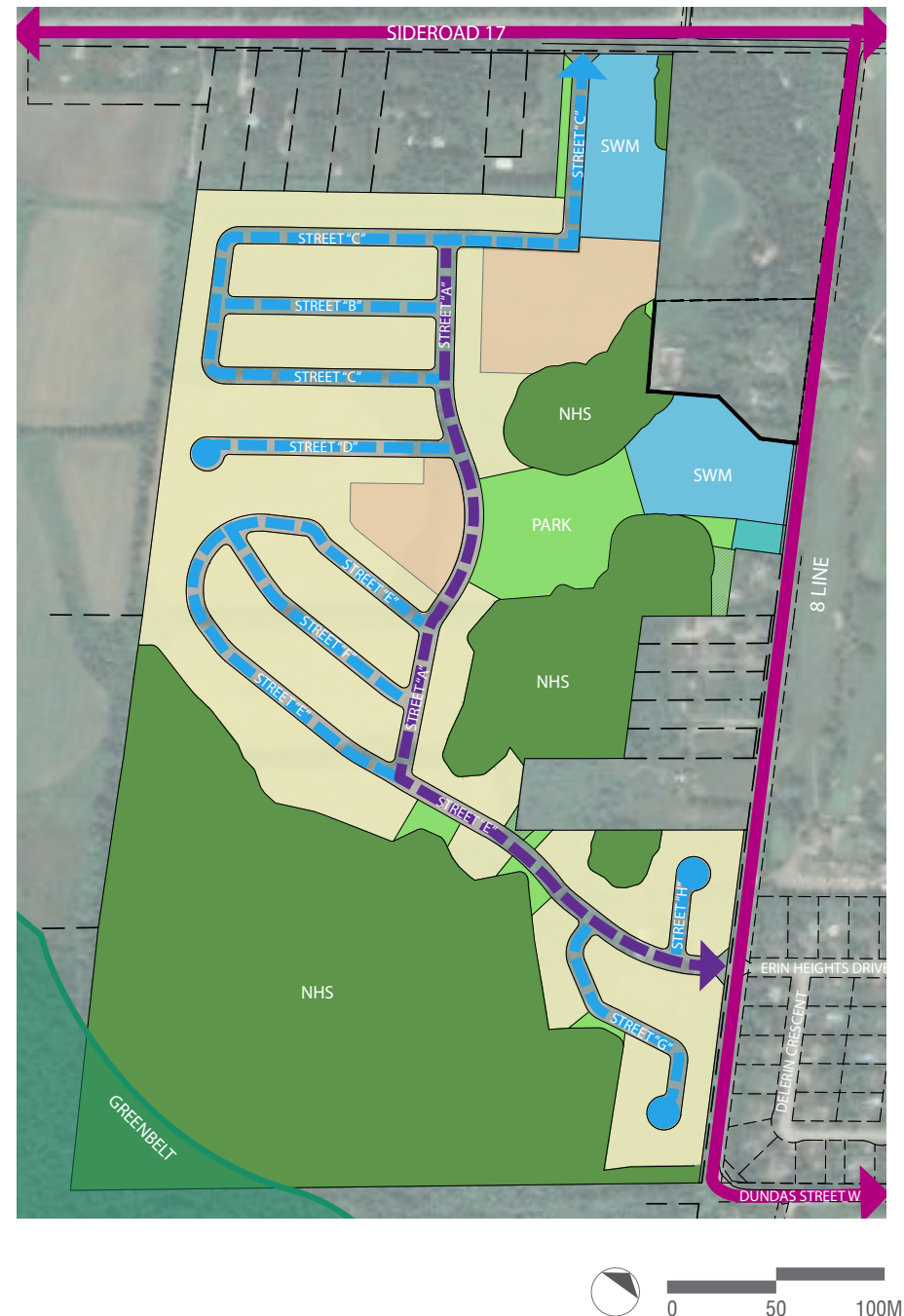


Figure 5: Proposed Road Network

The 20.0m local ROW comprises the following:

- One (1) lane in each direction;
- Sidewalk on one (1) side; and
- Sod boulevard with street trees.

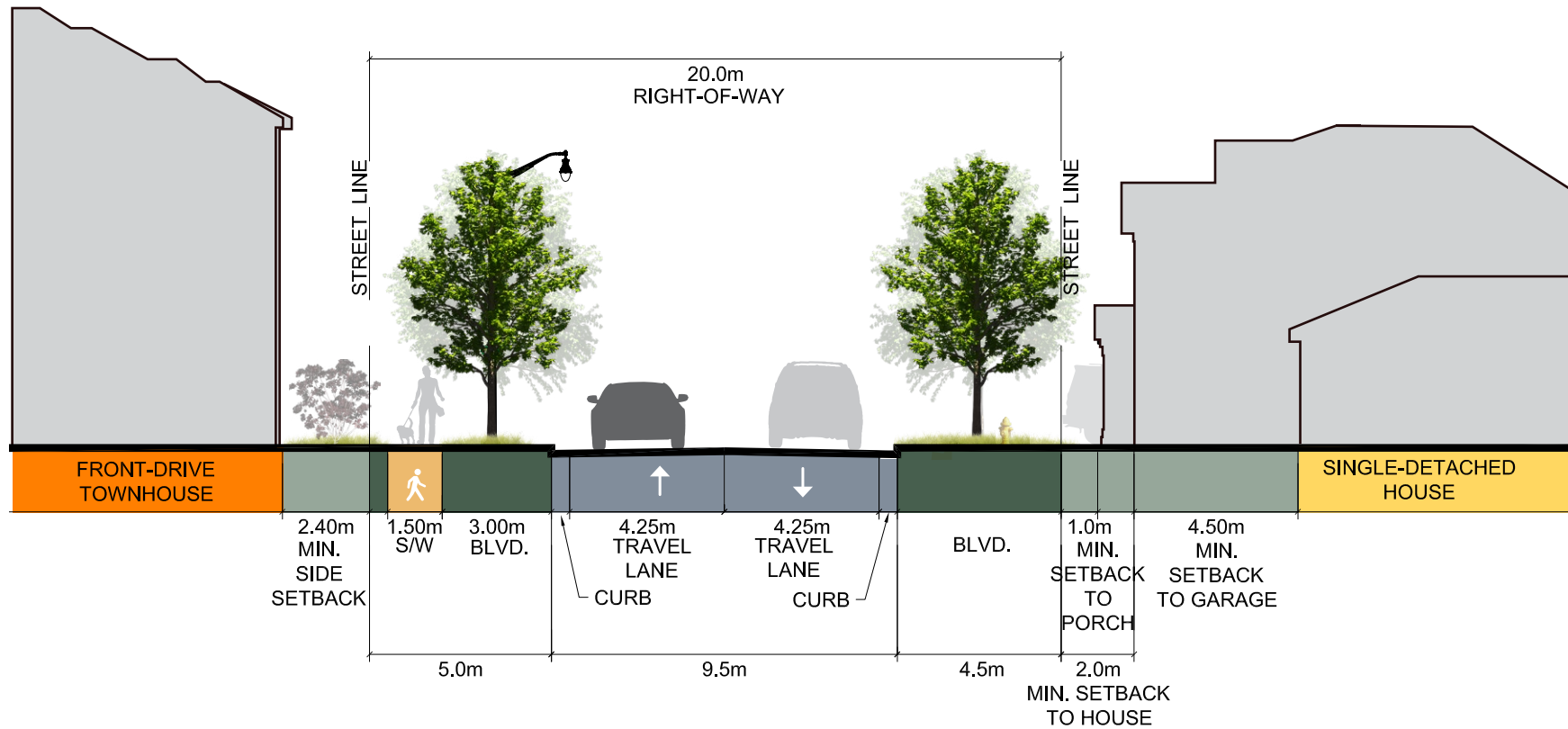


Figure 6: Local Road 20.0m ROW Cross-section

The 18.0m local ROW comprises the following:

- One (1) lane in each direction;
- Sidewalk on one (1) side; and
- Sod boulevard with street trees.

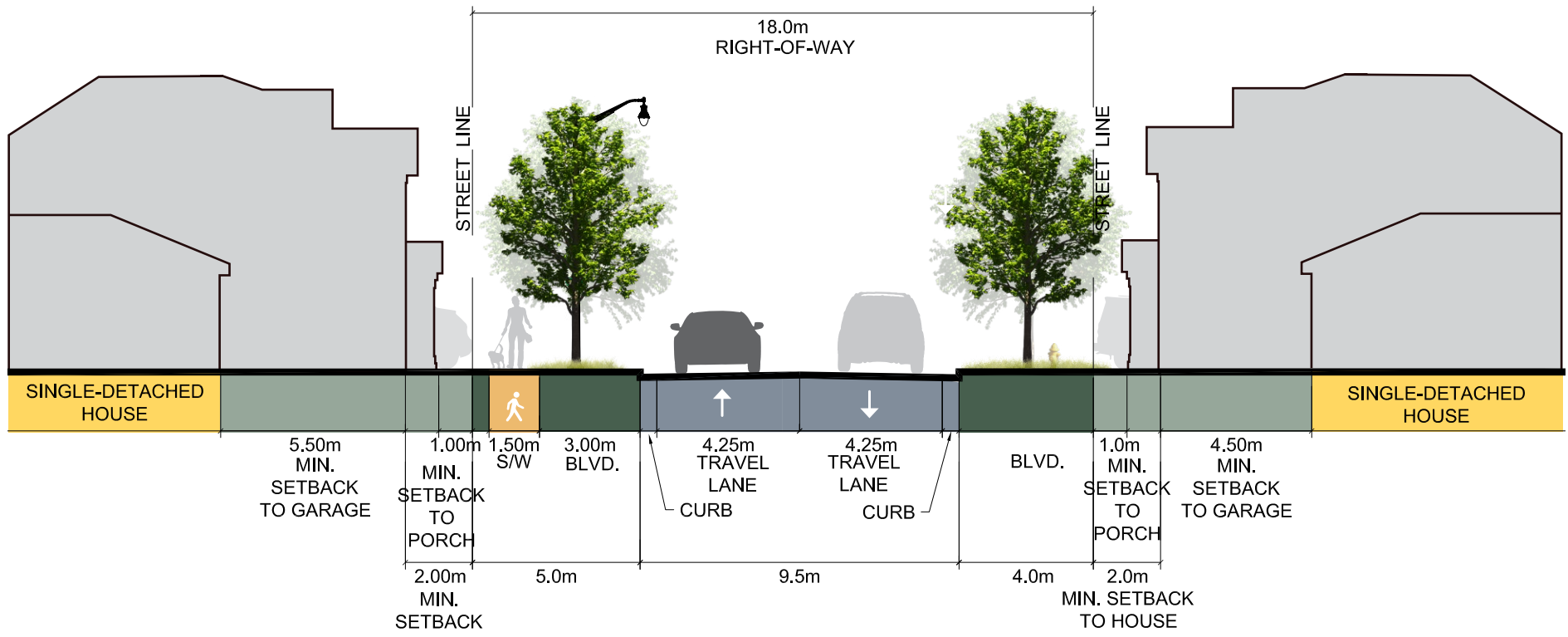


Figure 7: Local Road 18.0m ROW Cross-section

## 2.3 PEDESTRIAN CIRCULATION

Safe, direct, and logical pedestrian connections is a fundamental element of any new residential development and will be a key development principle for the subject lands. Sidewalks shall be associated with the road network and connect to designated open space amenity areas. In compliance with the Town's Guidelines, sidewalks shall be located, at minimum, on one side of the street, in order to ensure a comfortable pedestrian environment and provide a social interaction space for residents.

### Design Guidelines:

- Safe and logical connections shall be provided to the surrounding streets, 8 Line and Sideroad 17.
- All sidewalks within the development site shall consist of broom finished concrete and be a minimum of 1.5m width.
- Strong pedestrian connections shall be provided to future neighbourhood amenities, including parks and open spaces.

### LEGEND

-  COMMUNITY SITE BOUNDARY
-  SIDEWALKS
-  PEDESTRIAN TRAILS
-  NATURAL HERITAGE SYSTEM
-  GREENBELT LANDS
-  OPEN SPACE / PARK
-  STORMWATER POND
-  PUMP HOUSE

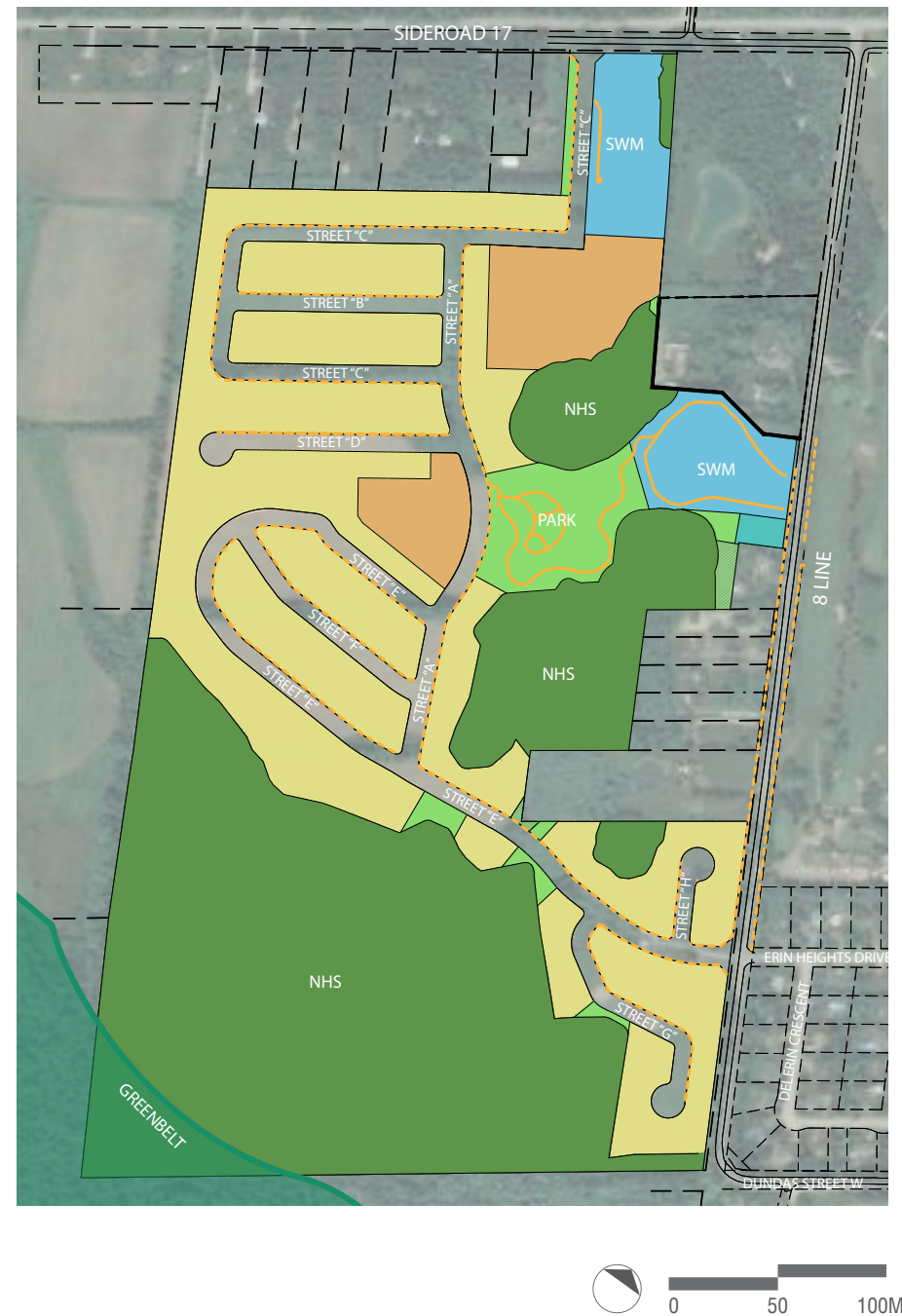


Figure 8: Proposed Pedestrian Circulation Plan

## STREETSCAPE & OPEN SPACE DESIGN

### 3.1 STREETSCAPE TREATMENT / PLANTING

The streetscape plays a key role in promoting and enhancing the identity of a community. A carefully considered combination of elements within the ROW can create an inviting and unique public realm experience for residents. To reinforce the character and identity of the proposed development and ensure the safety, comfort and accessibility of pedestrians, cyclists, and motorists, the design of streetscape elements shall be coordinated and consistent throughout the whole community.

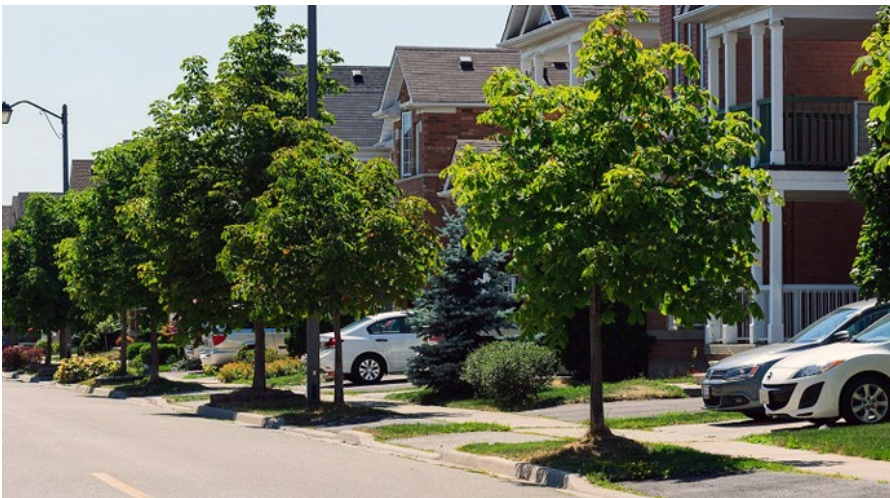


Image example showing street trees and planting which contribute to the character of the community.

#### 3.1.1 Planting

Tree planting along streets will provide the opportunity to create treed alleys reminiscent of country lanes and rural hedgerows, echoing the surrounding rural landscape. An effective planting strategy can help establish or reinforce the character of the community. Refer to Section 7.0 and Appendix A of the Town of Erin's Community and Architectural Design Guidelines for further guidance on Town planting provisions.

##### Design Guidelines:

- Street tree species shall be selected from the County's approved list of street trees and planted as per Town Standards.
- Streetscape treatment shall be typified by trees within a grass boulevard between the sidewalk and curb.
- The connection between both sides of the street shall be reinforced by pairing species types on both sides to create a consistent canopy and cohesive streetscape appearance.
- Large canopy, coarse-leaved deciduous trees shall be specified in the boulevard for all streets.
- Trees shall be planted at regular intervals at a distance that allows for continuous canopy at maturity.
- Street trees shall be coordinated with lighting, driveways, and below/above-ground utilities to ensure tree planting opportunities are maximized and trees grown in suitable conditions.
- Planting conditions inherent in many urban environments, which are often characterized by minimum soil volumes, poor soil structure, drought conditions, and improper drainage, shall be avoided.

### 3.1.2 Fencing

Fencing of varying types and materials will be required throughout the community to address barrier, privacy, and acoustic requirements. In areas of high visibility, fencing shall be designed to enhance the streetscape appearance, with consideration for long-term maintenance requirements.

Locations for integrating fencing may include:

- Wood privacy fencing and/or wood acoustic fencing at residential flankage locations;
- Low decorative fencing (metal or wood) at gateway entries along arterial roads;
- Chain link fencing for lots adjacent to the NHS, SWM ponds, neighbourhood park perimeters, and any other public open space feature.

#### Design Guidelines:

- Fencing design shall be coordinated and consistent throughout the community.
- Fencing design shall reinforce or complement the character and identity of the community.
- Fencing shall comprise only robust, sturdy components for long term durability.
- Intricate design work using smaller components should be avoided for wood fencing due to the effects of weather over the long term.

Refer to Section 5.0 of the Town of Erin's Community and Architectural Design Guidelines for further guidance on fencing.

### 3.1.3 Street Lighting

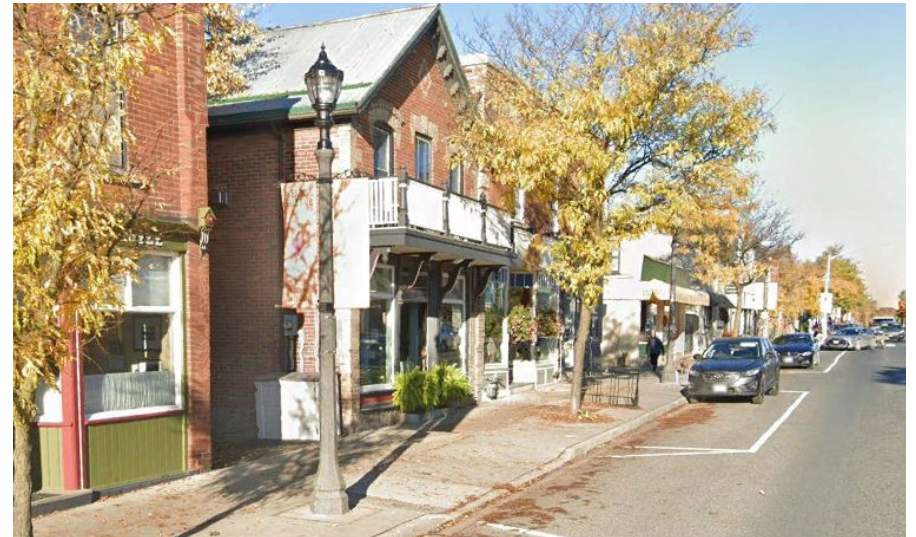
Street lighting is an essential component of streetscape design. For this reason, the choice of lighting elements plays a key role in establishing the character of the public realm.

When selecting lighting for the subject lands consideration should be given to the continuation of existing street lighting design found in the community, together with aesthetics, maintenance, cost effectiveness and energy efficiency.

#### Design Guidelines:

- Lighting design (pole and luminaire) shall be coordinated with the architectural design and other street furnishings to promote a consistent and definable character for the community.
- Light poles and luminaires shall be selected that are appropriate to the site and function to avoid underlit or excessively lit areas and light pollution.
- Selection and placement of lighting fixtures shall be in compliance with established Town of Erin standards.

Refer to Section 5.0 of the Town of Erin's Community and Architectural Design Guidelines for further guidance on lighting in the public realm.



Existing streetlights in downtown Erin that contribute to the community's character.

### 3.1.4 Street Furnishings

Attractive, sturdy, and accessible street furniture is fundamental to the visual appeal and use of streets and public spaces. It plays an important role in defining the streetscape and reinforces the community identity.

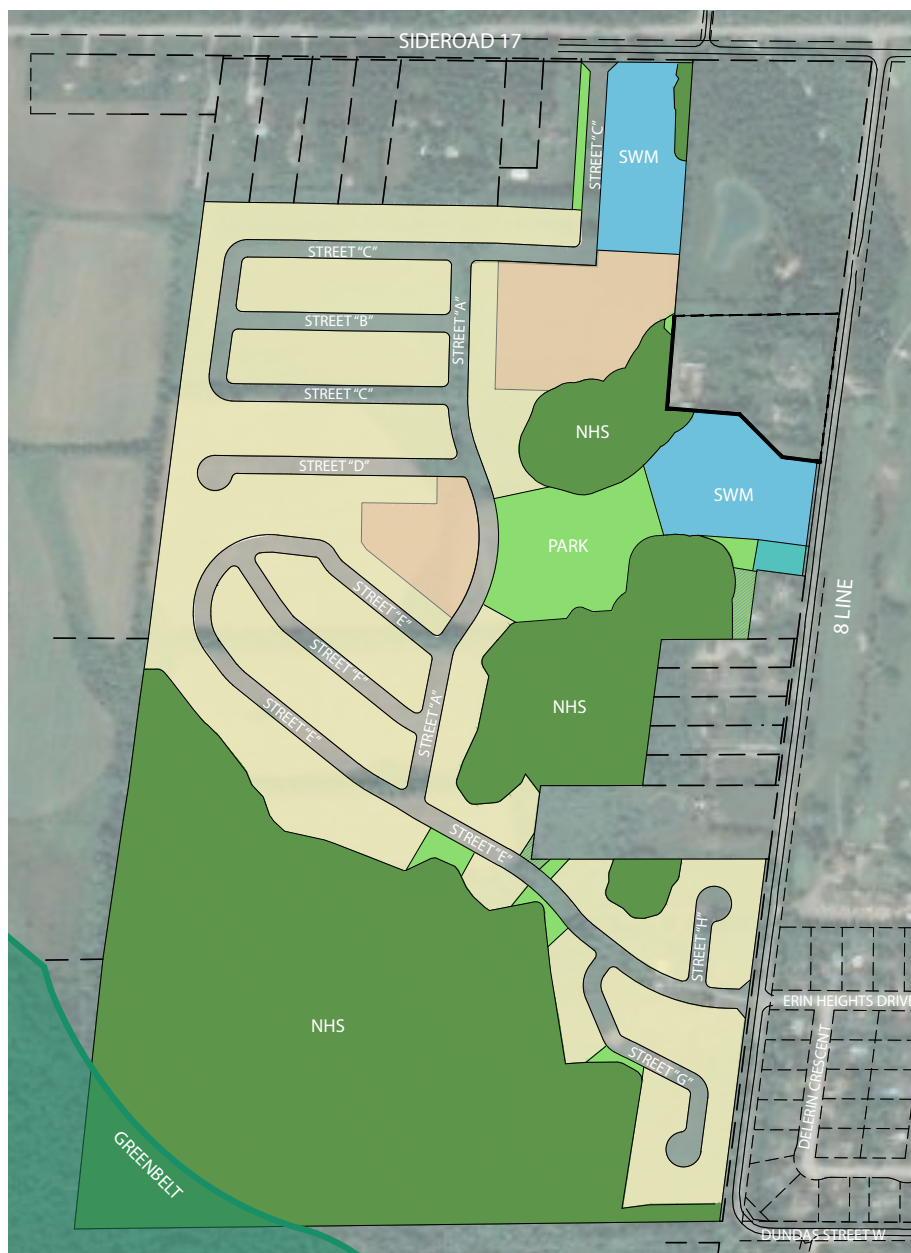
#### Design Guidelines:

- Street furniture shall be provided in key open space areas, such as the Neighbourhood Park and SWM pond.
- The colour, material, form, and style of street furniture shall be consistent with and complementary to the established design theme for the community.
- The placement and layout of furnishings shall encourage safe use, maintain all accessibility requirements and be appropriate to the adjacent built form type and function.
- As much as possible, furnishings shall be vandal-resistant and low-maintenance, with readily available componentry.
- Furniture within the Neighbourhood Park shall include benches, waste receptacles, and rings or posts, and shall be complementary to the established design theme for the community.

Refer to Section 7.0 of the Town of Erin's Community and Architectural Design Guidelines for further guidance on Town street furnishings.



Elements such as waste receptacles, community mailboxes, and benches should be complementary to the established design theme for the community as a whole.



### LEGEND

-  COMMUNITY SITE BOUNDARY
-  NATURAL HERITAGE SYSTEM
-  GREENBELT LANDS
-  OPEN SPACE / PARK
-  STORMWATER POND
-  PUMP HOUSE



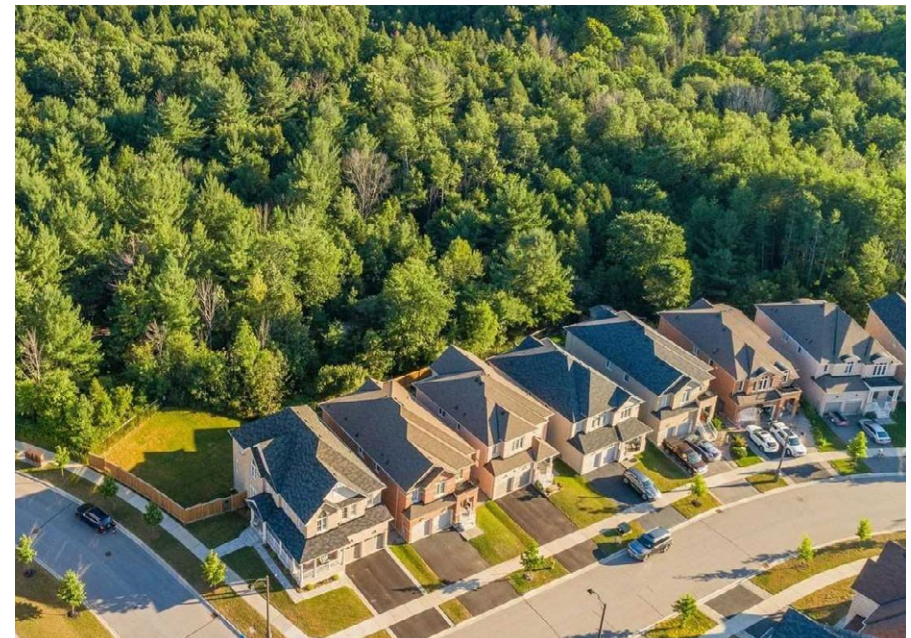
Figure 9: Open Space Plan

### 3.2 NATURAL HERITAGE SYSTEM (NHS)

This corridor of natural lands integrated into the design of the subject lands has been designed to ensure an ecologically diverse, healthy and sustainable NHS in an urbanized setting. The primary objective is to preserve the existing natural environment to achieve multiple objectives and targets related to wildlife habitat, connected natural areas and features, community diversity, water management, etc., that will be balanced and implementable.

The proposed land use fabric, including streets, residential, open space features and buffer elements, evolve from the prominent NHS lands and will provide important view opportunities within walking distance of the neighbourhoods. Existing mountain bike trails within the NHS may still be accessed from the woodlot opposite Dundas St West.

Land uses immediately adjacent to the NHS shall be designed to support the environmental features through careful integration of streets, public open spaces, trails, etc. and by establishing required setbacks and buffers.



Conceptual image showing an example of built form that helps to frame a natural heritage system.

### 3.3 STORMWATER MANAGEMENT POND (SWM)

In addition to primary water quality and control functions, SWM ponds are designed to maintain the environmental and ecological integrity of the NHS and to provide a net benefit to the environmental health of the subject lands.

Two (2) SWM ponds have been identified in the plan. The first SWM pond (1.77ha) located within the subject lands will provide attractive views from 8 Line into the residential pocket. The second SWM pond (1.53ha) will be situated located along the NHS interface. Presently, there is a 10m sanitary easement along the northern edge of the condo block.



Dwellings flanking onto a SWM pond can emphasize these spaces as key features of the community.

To encourage a strong connection with the community, the design of the SWM ponds shall have regard for the following:

- A regular spaced row of coarse-leaved canopy trees shall be provided along the street frontage in combination with areas of naturalized planting.
- The integration of viewpoint is encouraged to be provided at the pond entry as a public amenity that may provide seating and decorative features (decorative paving, information signage, shade structure, formal planting) at desirable view opportunities along the street interface.
- Naturalized planting throughout to consist of whips, multi-stem shrubs, ornamental grasses and riparian, aquatic and upland species appropriate for the pond condition, with an emphasis on native species, in accordance with conservation standards.
- Pedestrian trails shall be integrated to provide connections from the street pond entry to adjacent NHS trail networks.
- Trails around the SWM pond shall be combined with maintenance access roads in common locations to minimize non-vegetative surfaces, while facilitating important pedestrian linkages.
- Should utility structures be placed within the SWM pond facility, they shall be screened from public view with planting and fencing or other built features, as necessary.
- If appropriate, information signage shall be provided at the pond entry / viewpoint area to inform the public of the importance and treatment of the SWM pond as a functioning natural open space feature.

Refer to Section 7.0 of the Town of Erin's Community and Architectural Design Guidelines for further guidance on SWM ponds.

### 3.4 PARKS

The park typology proposed for the subject lands shall consist of a neighbourhood park. Figure 11 illustrates the preliminary distribution of open space features across the community, including the neighbourhood park. Programming for the park will be guided by the following sections and in concert with Town staff.

Town of Erin's Parks, Recreation and Culture Master Plan (2019) establishes a parks and open space classification system. In support of the provisions and design recommendations set out in Section 6.3 Parkland Development & Design, the following shall apply:

- Ensure that new parks are designed with the user's comfort, safety and accessibility in mind, through use of CPTED (or similar) principles as well as adhering to AODA Design Standards.
- When designing new parks, consider the potential operational impacts and assess the future resource implications of each aspect / amenity.
- Encourage and facilitate the community's participation in park design, development and renewal projects by obtaining public input during the planning and design process, fostering partnerships and joint ventures in park development/renewal, and promoting awareness of park projects and initiatives through effective public communications.

Refer to Section 7.0 of the Town of Erin's Community and Architectural Design Guidelines for further guidance on the design of neighbourhood parks.



Parks provide accessibility to a wide range of users, promoting unstructured opportunities for play.

### 3.4.1 Neighbourhood Park

Neighbourhood parks have a neighbourhood focus and provide active and passive recreation opportunities within a reasonable walking distance of the majority of residents. One (1) neighbourhood park has been identified within the subject lands. The prominent location of the park aligns with the Town's Guidelines to create views and vistas to natural features, parks and open spaces through the location, arrangement and configuration of streets and blocks. This park will serve as a central common green space, reflecting the character of the community and providing a connection into the natural pedestrian network.

#### Design Guidelines:

- Neighbourhood parks shall be predominantly soft landscaped to allow for a variety of active and passive uses, including programmed and unstructured uses.
- The design of hard and soft landscape elements and features, including points of entry, shall be consistent or complementary with established neighbourhood themes (including surrounding dwellings and other open space components).
- Playgrounds and / or shade structures (including play structures, swings, etc.) shall be designed as a major focal element of the neighbourhood park.
- Hard and soft landscape elements and features shall be designed to identify areas of activity, circulation, entry points, seating, and gathering.
- Reasonably level and functional open play areas shall be provided for passive recreation use.
- Safe pedestrian and cycling connections shall be provided between the neighbourhood park and other community open space elements, and accessible natural areas. These connections link to the higher level of pathways associated with main roads, as part of the hierarchy of trails and pathways.
- Planting (trees, shrubs, grasses) shall consist of species tolerant of urban conditions with an emphasis on native species.
- Tree planting within open space areas shall reflect an informal layout with cluster groupings of trees contained within lawn areas to facilitate shaded passive use.

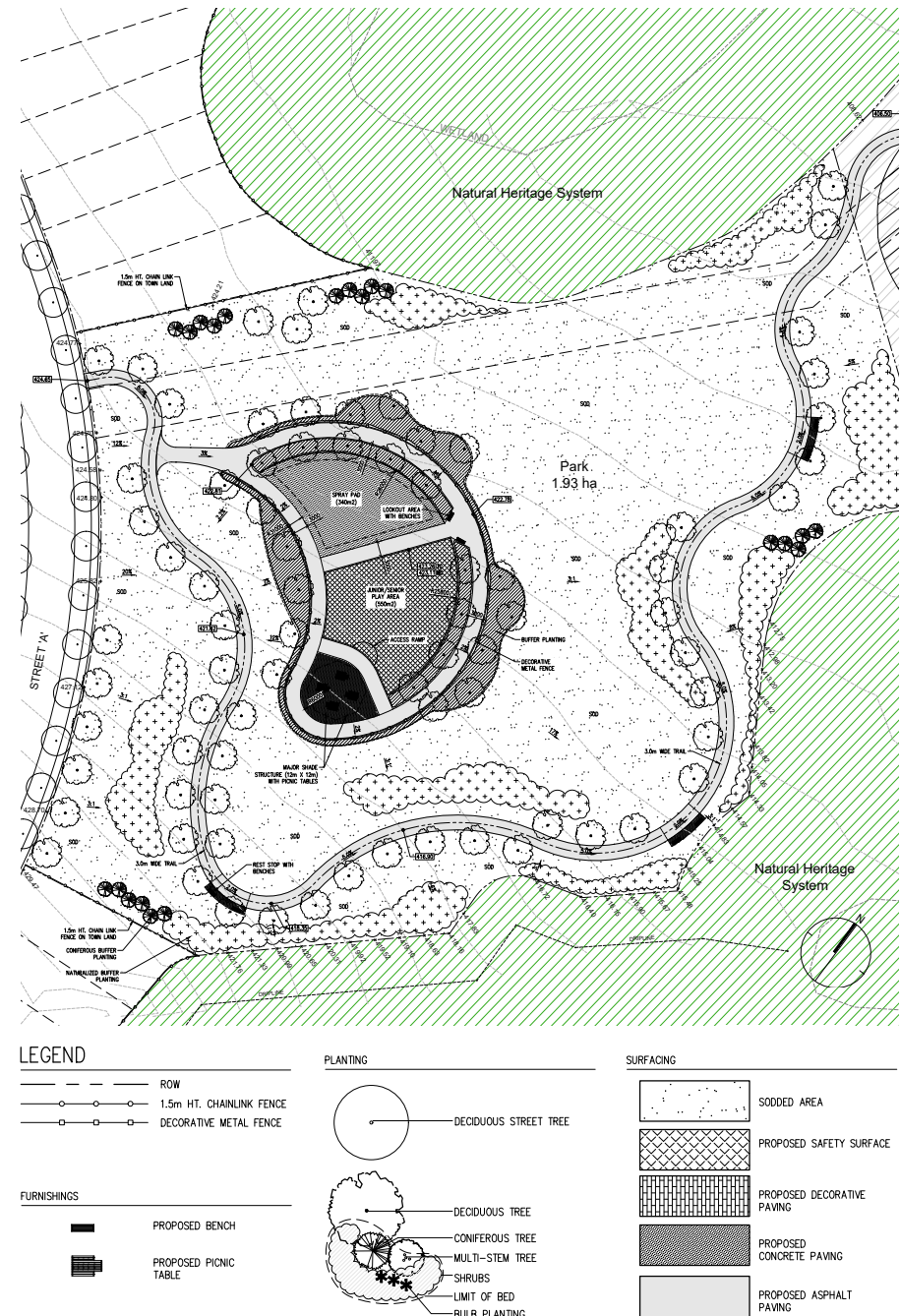


Figure 10: Proposed Facility Fit Plan for Neighbourhood Park

### 3.5 VIEWS & VIEWSHEDS

Public access through a trail system to NHS views and viewsheds is an integral component of an attractive, walkable and sustainable community. Within the subject lands, the NHS will provide attractive views from various vantage points within the community. The NHS has also significantly influenced the configuration of the proposed land uses, including the layout of the road network and the block plan.

Viewsheds are defined as publicly accessible viewing opportunities either along a road ROW, a trail network, or an open space block (neighbourhood park, SWM pond). The quality and character of the resulting view opportunity can be described as either long / expansive views, which typically afford an extensive vista or longitudinal view over a large distance, or short views, which are usually framed by a woodland edge or have built community features (roads, built form, etc.) in the background.

Capitalizing on the presence of the NHS, strategic viewshed opportunities have been integrated into the subject lands through the adaptation of the following principles:

- Streets have been oriented to maximize views towards open space features, including the use of single-loaded roads;
- Emphasis has been placed on providing access points to natural features by locating pedestrian amenities such as seating areas; and
- Architectural built form shall be located, oriented, and designed to maintain or emphasize views.

Refer to Section 7.0 of the Town of Erin's Community and Architectural Design Guidelines for further guidance on views and viewsheds.

Important views and viewsheds are depicted in Figure 13.

#### LEGEND

|                                                                                     |                         |                                                                                     |                   |
|-------------------------------------------------------------------------------------|-------------------------|-------------------------------------------------------------------------------------|-------------------|
|  | COMMUNITY SITE BOUNDARY |  | OPEN SPACE / PARK |
|  | VIEWS / VISTA           |  | STORMWATER POND   |
|  | NATURAL HERITAGE SYSTEM |  | PUMP HOUSE        |
|  | GREENBELT LANDS         |                                                                                     |                   |



Figure 11: Proposed Views & Vistas Plan

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## BUILT FORM

### 4.1 GENERAL DESIGN OBJECTIVES

Reflecting the Town Guidelines, a high quality built form character shall be achieved for all built form types, delivering architecture that is rich and varied in its form and treatments, creating a distinctive community with visually appealing streetscapes. Single detached dwellings, typically in the form of 2-storey to 3-storey massing, are expected to encompass the majority of low density freehold dwellings within the proposed development, complemented by freehold townhomes and two medium density condominium blocks (refer to Figure 14). The lotted plans (refer to Figures 12 & 13) are for discussion/example purposes only as the Draft Plans are being submitted without lots to allow for future flexibility in building forms. The grading blocks shown in the south Draft Plan will be a minimum of 3:1 sloping with or without retaining walls.

The design of all dwellings within the subject lands shall offer a harmonious mix of architectural themes derived from traditional styles. The use of distinctive and well-designed architecture employing high-quality materials (brick, cement board, siding, and stone, depending on architectural style) will be a consistent characteristic of all proposed development, linking various communities in the Town and County.

Stylistic influences may be borrowed from local architectural precedents, and may include: Ontario Country Traditional Style, Georgian Style, Tudor Style, and Contemporary Style.

Distinguishing elements from each building design should reflect a single identifiable architectural style. Avoid combining discordant architectural elements in a single building design, ensuring that a consistent level of design quality is achieved regardless of the chosen architectural style.

The following guidelines are intended to supplement the Town's Community and Architectural Design Guidelines, which includes built form design direction with respect to lotting, placement and orientation, driveways and garages, garbage/utilities, fencing, building design, and priority lots. Refer to the Town Guidelines for a complete set of guidelines.

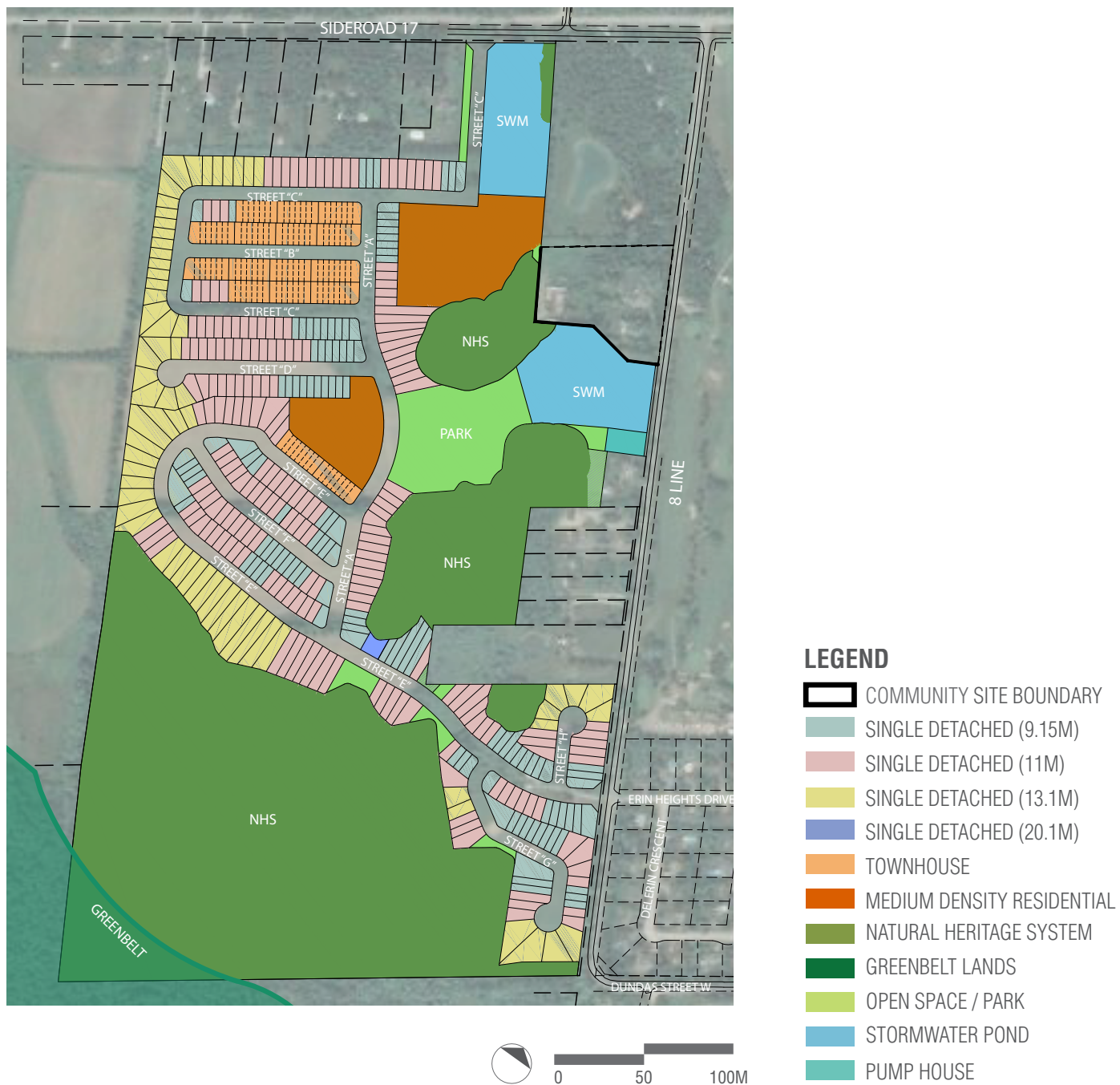


Figure 12: Proposed Built Form



Single detached dwellings with 2-storey massing and prominent porch entries, well articulated facade treatments, and attached street facing garages will help create an attractive community streetscape.

## 4.2 RESIDENTIAL ARCHITECTURAL GUIDELINES

Single detached dwellings, typically in the form of 2-storey to 3-storey massing, freehold townhouses, and two medium density condominium blocks are expected to encompass the dwellings within the subject lands. Refer to Section 5.0 of the Town of Erin's Community and Architectural Design Guidelines for further guidance on built form design.

### Design Guidelines:

- Lot sizes for single detached dwellings may range from 9.15m to over 20.1m.
- Single-detached dwellings shall have a 2-storey to 3-storey massing.
- The freehold townhouse blocks and buildings shall provide massing and articulation of elevations that delineate the individual units.
- Medium density condominium blocks shall be located at prominent locations such as around parks, and at priority lots locations; and built form that is a minimum of 3-storeys in height.
- Garages will typically be attached and accessed from the street. The use of alternative garage options (i.e. detached, rear yard, tandem or lane -accessed) may be explored, where feasible.
- The maximum projection of an attached garage for all dwelling types on lots with less than 15.0m frontage, shall be limited to 1.5m.
- Where garage walls project beyond the ground floor front wall of the dwelling, the front entry features projecting beyond the garage wall shall be ensured.
- Porches and bay windows shall be permitted to encroach into the front, flankage, and rear yards as a prominent architectural feature.
- Main entries for corner dwellings are encouraged to be oriented to the flanking lot line.
- Frequent access points and public street frontage to promote views and accessibility to greenlands/natural heritage areas shall be provided.

### 4.2.1 Elevation Variety

A range of building designs shall be offered to the market which will help create visual diversity in the streetscape. Alternate elevations will differentiate themselves from each other through differences in massing and building forms, rooflines, front entry treatments, garage location and treatments, fenestration, architectural detailing, and building materials. Special designs should be provided for prominent locations to address their exposure to the public view.

#### Single-Detached Dwellings

- Each dwelling form shall be designed with a minimum of two distinct architectural facade treatments.
- Popular dwelling models for which there is a high demand shall have additional facade treatments to mitigate streetscape repetitiveness.
- Building forms located adjacent or opposite one another shall be compatible with respect to height and massing. Extreme variations shall be avoided. However, exceptions may be considered where mid-high storey buildings are integrated.
- Identical elevations should be used a maximum of three times per row of ten single detached dwellings and shall not be repeated in dwellings opposite one another. A minimum of two different units should be designed between identical elevations.
- Distinct single detached dwelling forms with the same colour package may be repeated a minimum of every three dwellings.
- Dwellings located opposite from one another shall not have the same colour package.

#### Townhouses

- Mixing of townhouse block sizes within the street can help provide visual diversity in the streetscape.
- Townhouse block composition shall display massing and design continuity, while achieving adequate elevation variety, where appropriate to a given architectural style.
- Facade articulation is encouraged to avoid large unbroken expanses of roof or wall planes.
- A mix of both raised front porches and grade-level entries provides variety and visual interest in the architecture and streetscape.



Townhouse block composition should provide massing and design continuity while achieving variety in architectural details.

#### Design Guidelines:

- A minimum of two (2) houses should separate houses with the same elevations on the same side of the street.
- Buildings with the same elevations should not be located directly across the street from one another.
- Buildings with the same elevations are encouraged to not makeup more than 30% of any streetscape block, excluding corner lots.
- A variety of garage door treatments is encouraged along the streetscape block, with porches as the dominant feature of the front elevation.
- A range of design expressions to promote architectural variety is encouraged.
- Ensure building entrances are accessible, safely and clearly connected to the sidewalk and parking areas.



Streetscapes should offer a wide range of elevation designs that include variety of architectural massing and exterior colouring.

## 4.2.2 Building Heights Compatibility

An attractive streetscape relies in large part on the arrangement of buildings within the street block. Visually, the grouping and massing of dwellings within a block has greater impact than a dwelling's individual detailing. Height and massing that is appropriate to the context of the street is key to achieving a pedestrian-friendly, comfortable scale environment.

If observed, the following design criteria will ensure harmonious massing within the streetscape:

- Massing should transition from higher density areas to lower density areas through building designs that achieve harmony along the streetscape.
- Buildings located adjacent or opposite one another should be compatible in terms of height and massing. Extreme variations should be avoided. As such:
  - When 3-storey dwellings are sited among 2-storey dwellings they should be placed in groupings of at least 2 units.



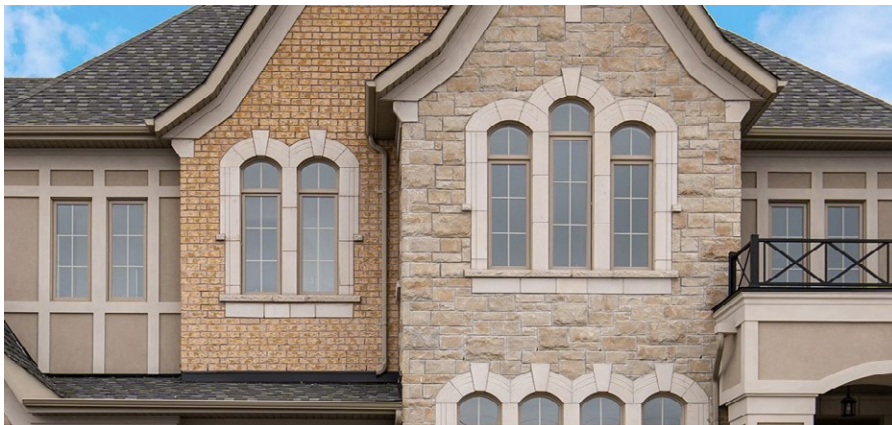
Compatible massing and gradual height transitions along the streetscape will help in creating a cohesive neighbourhood.

### 4.2.3 Exterior Colour Selections

In order to achieve variety in the community streetscapes, careful attention should be given to the selection of exterior building colour packages.

#### Design Guidelines:

- The selection of colours and materials for buildings shall be in keeping with the architectural style being quoted by the design of the building.
- Two (2) buildings are encouraged to separate buildings with the same exterior colour packages, except where the buildings feature the same sequence of elevations. In this case, three (3) buildings are encouraged to separate buildings with the same exterior colour package.
- The same exterior colour package should not be located directly across the street from one another.
- The same exterior colour package may be sited diagonally across a street intersection, provided the buildings are not proposing the same elevations.



In addition to materials, exterior colours should be in keeping with the architectural style being quoted by the building.

### 4.2.4 Driveways

Minimizing the presence of driveways and attached garages within the streetscape is a key requirement for all dwelling designs within the subject lands.

#### Design Guidelines:

- The visual impact/dominance of driveways in the streetscape shall be minimized by allowing for a 5.5m setback to the garage.
- Where appropriate, the width of the driveway should always be minimized to reduce its presence in the streetscape, ensuring that the exterior width of the driveway does not exceed the exterior width of the garage.
- To create opportunities for on-street parking, a minimum of 5.5m separation between driveways shall be provided, allowing for more unpaired driveways, which reduces the width of asphalt.
- To break up the expanse of asphalt for double or paired garages, consideration shall be given to integrating decorative paving features. For example, a double soldier course of interlock pavers shall be placed on the property line between each adjacent driveway, effectively dividing a single large asphalt area into two smaller areas.



Integrating decorative paving features such as soldier coursing, helps to minimize the width of a driveway.

## 4.2.5 Variable Grading Conditions

Dwellings should be designed to reflect the grading conditions of the site and provisions should be made for the grade changes to accommodate surface water drainage proposed by the engineering consultants. In cases of extreme grade conditions, revised elevations on the streetscape drawings are required to illustrate the architectural detailing response, where grade differential is greater than 0.9m or 5 risers.



Dwellings with back-to-front sloping grade conditions (front walk-up or garage under) shall ensure an appropriate relationship between the dwelling, the garage, and the street is maintained.



When sloping grade conditions occur for rear walkouts, building designs should be adapted to suit the site and care shall be taken to ensure foundation walls are not overexposed.

### Design Guidelines:

- Where severely sloping grade conditions occur, building designs shall be adapted to suit the site. This is particularly important for lots having back-to-front sloping grade conditions (front walk-up or garage under condition) to ensure an appropriate relationship between the dwelling, the garage, and the street is maintained.
- Care shall be taken to ensure foundation walls are not overexposed. Grading shall be coordinated with dwelling foundation design and constructed so that generally no more than ~300 mm of foundation wall above finished grade is exposed on all visible elevations of the dwelling.
- Elevated main front entrances with a large number of steps should be avoided by either integrating groups of steps into the front walkway or providing a lowered foyer and internal steps.
- Where front entries are located more than 1.2m or 6 exterior risers above grade:
  - Allow a raised entry of maximum 1.4m; and
  - Maintain a 1.2m rise for stacked townhouses with additional risers provided internally and/or in the transition from the sidewalk.
- Where dropped garage conditions occur on rear to-front sloping lots, alternative architectural treatment shall be employed to minimize the massing between the top of the garage door and the underside of the soffit, such as:
  - Increasing the garage door height;
  - Lowering the garage roof;
  - Providing additional detailing above the garage such as masonry detailing or a louvre, cambered, or arched lintels;
  - Including a window above the garage door(s);
  - Centering the light fixtures over garage doors; and
  - Encouraging the location of street numbers above the garage door(s).
- For garage under product, the overall width of the garage door(s) will greatly exceed 50% of the overall width of the house, however, care shall be taken to ensure the impact of the garage is minimized through articulation of the main entrance and two upper storeys, and by providing two garage doors or designing a single door to create the appearance of two separate doors.

## 4.3 PRIORITY LOTTING

Priority Lots are located within those areas of the development that have a higher degree of public visibility. Their visual prominence within the streetscape and public open spaces requires that the siting, architectural design, and landscape treatment for dwellings on these lots be of an exemplary quality to serve as landmarks within the community. Built form on priority lots identified in Figure 13, will require special design consideration to ensure an attractive built form character is achieved. In addition to the subsequent sections, refer to Section 5.0 of the Town of Erin's Community and Architectural Design Guidelines for further guidance on Priority Lots, which include:

- Gateway Lot Dwellings;
- Corner Lot Dwellings;
- View Terminus Lots ('T' & Elbow Lot Dwellings);
- Lots Requiring Rear / Side Upgrades; and
- Park & Pond Facing Dwellings.

### LEGEND

|                                                                                     |                                          |                                                                                     |                         |
|-------------------------------------------------------------------------------------|------------------------------------------|-------------------------------------------------------------------------------------|-------------------------|
|    | COMMUNITY SITE BOUNDARY                  |    | NATURAL HERITAGE SYSTEM |
|    | SINGLE DETACHED (9.15M)                  |    | GREENBELT LANDS         |
|    | SINGLE DETACHED (11M)                    |    | OPEN SPACE / PARK       |
|   | SINGLE DETACHED (13.1M)                  |   | STORMWATER POND         |
|  | SINGLE DETACHED (20.1M)                  |  | PUMP HOUSE              |
|  | TOWNHOUSE                                |                                                                                     |                         |
|  | MEDIUM DENSITY RESIDENTIAL               |                                                                                     |                         |
|  | GATEWAY LOT DWELLINGS                    |                                                                                     |                         |
|  | CORNER LOT DWELLINGS                     |                                                                                     |                         |
|  | VIEW TERMINUS LOTS                       |                                                                                     |                         |
|  | ELBOW LOT DWELLINGS                      |                                                                                     |                         |
|  | LOTS ADJACENT TO PARK OR OPEN SPACE      |                                                                                     |                         |
|  | UPGRADED REAR ARCHITECTURE               |                                                                                     |                         |
|  | LOTS FRONTING ONTO PARKS AND OPEN SPACES |                                                                                     |                         |

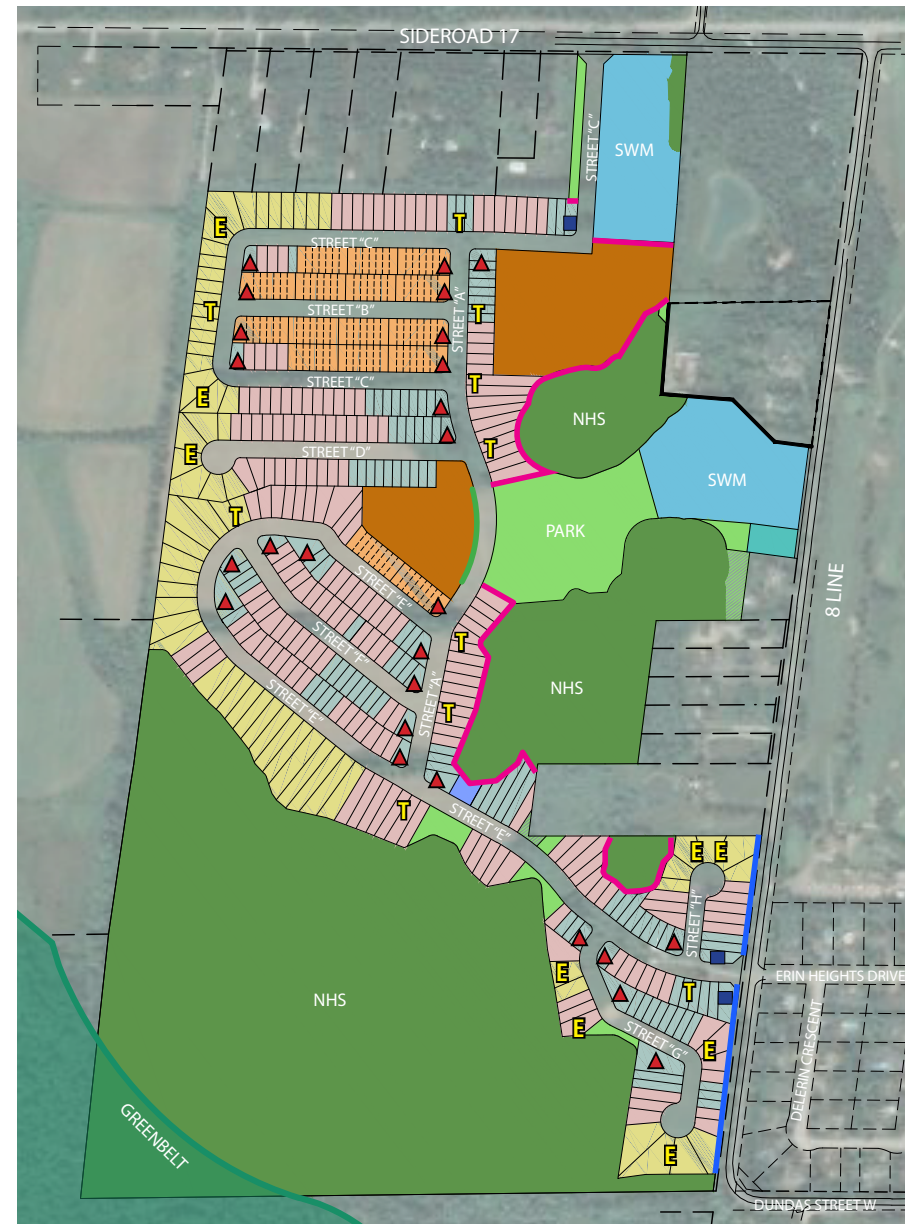


Figure 13: Proposed Priority Lot Plan

### 4.3.1 Gateway Lots

Gateway lot dwellings are characterized by a very high profile location that results in a significant impact on the perception of the image, character and quality of the community from the outside.

#### Design Guidelines:

- Where possible, greater height or massing than is typical in the adjacent streetscapes shall be incorporated.
- Strong and distinctive architectural elements such as prominent gables and/or projecting bays shall be featured.
- Consistency in main cladding, architectural detail and treatment on the front, flankage and rear elevations shall be incorporated.
- Associated landscape features, both hardscape and softscape, may be integrated with built form massing to emphasize the gateway function.
- Although designed as a corner lot with facade treatment addressing both street frontages, the main entry, garage and porch should primarily address the short (front facing) street frontage, particularly where the flankage of the dwelling faces major and minor arterial roads.



Gateway dwellings should orient the main entry, garage and porch to address the short (front facing) street frontage where the flankage faces a collector road.



Consistency in main cladding and architectural detailing shall be incorporated.

### 4.3.2 Corner Lots

Similarly to gateway lots, dwellings on corner lots and at community gateway entrances typically have the highest degree of public visibility within the streetscape and are important in portraying the image, character, and quality of the neighbourhood.

#### Design Guidelines:

- Street intersections shall be framed through built form that has a strong orientation to the corners.
- Dwelling designs must be appropriate for corner lot locations. Dwelling designs intended for internal lots will not be permitted unless modified to provide adequate enhanced flanking wall treatment.
- Both street frontages for corner lot dwellings shall have equivalent levels of architectural design and detail with particular attention given to the dwelling's massing, height, roof lines, apertures, materials, and details.
- Given the heightened exposure from the street, rear elevations shall also be treated with upgraded elements, if exposed to public view.
- Distinctive design elements, such as wraparound porches, porticos, bay windows, generous fenestration, wall articulation, or other features, appropriate to the architectural style of the building, shall be provided on the flankage side to create a positive pedestrian presence along the street and emphasize the corner dwelling's landmark qualities within the streetscape.
- A privacy fence shall be provided to enclose the rear yard of corner lot dwellings.
- Rear lane garages on corner lots will require upgrades to the side elevations facing the street.
- Dwellings and porches shall be sufficiently setback from any community gateway entry feature to avoid conflicts.



Corner lot dwellings should have well-articulated architectural treatment and street orientation on all publicly exposed facades

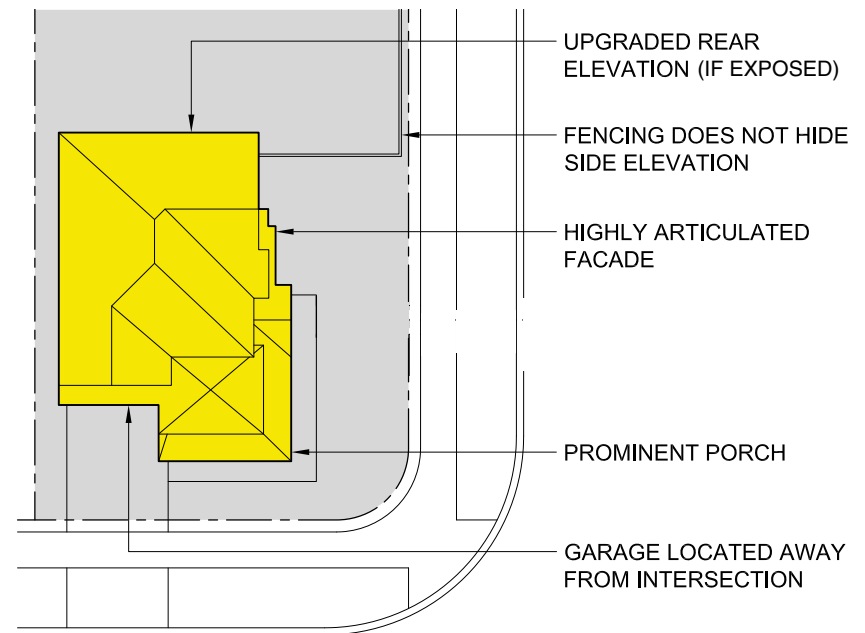


Figure 14: Conceptual plan view of a corner lot dwelling

### 4.3.3 View Terminus Lots

View terminus lots occur at the top of 'T' intersections, where one road terminates at a right angle to the other, and at street elbows. Dwellings in these locations play an important visual role within the streetscape by terminating long view corridors.

#### Design Guidelines:

- A prominent architectural element shall be provided to terminate the view.
- Models that present visual interest with architectural treatment and de-emphasize the presence of the garage and driveway locations, favouring a larger area for landscaped treatment in the front yard shall be selected.
- Driveways shall be located to the outside of a pair of view terminus dwellings, where feasible, to increase landscaping opportunities and reduce the visibility of the garage.

### 4.3.4 Elbow Lots

On curved, elbowed or cul-de-sac streets, special opportunities exist on the outside or visually highlighted side of the road bend to create a special grouping of buildings. The overall streetscape design of these areas must include consideration of the group of buildings.

#### Design Guidelines:

- Buildings of high architectural quality should be set back from the street on the lots at the curve with the buildings on the adjacent lots stepping back as a transition from the balance of the street.
- Sensitive and comprehensive driveway placement should avoid driveways on adjoining lots merging at the streetline and to provide enhanced opportunities for special landscaping treatments at the terminus of the site line.
- The houses should be sited to minimize the visual impact of the garage.



Elbow dwellings shall be designed to provide visual interest due to their prominence at terminating view corridors.

### 4.3.5 Lots Requiring Rear / Side Upgrades

Upgraded rear and side architecture is required where elevations are exposed to public view, such as lots which back or flank onto roads, walkways, and public open space areas, including parks, SWM ponds, and publicly accessible portions of the NHS. If the lots flanking along 8 Line have visibility over the proposed 2.2m noise fence/wall, the external streetscape presence shall be designed in a manner that reflects the quality of the community.

#### Design Guidelines:

- Where a building's side or rear elevations are exposed to the public realm, both the front and exposed side and/or rear elevations shall be of equal quality in terms of the architectural materials, amount and proportions of openings and attention to detail. The design of these dwellings shall adequately address the public realm in a manner consistent with the building's front façade.
- Applicable enhancements on the exposed elevations include the following:
  - Bay windows or other additional fenestration, and enhancement of windows with shutters, muntin bars, frieze board, precast or brick detailing;
  - Gables; and
  - Wall articulations.



Dwellings should incorporate upgraded rear elevations when backing onto public open space areas.



The noise fence/wall should be designed in a manner that reflects the quality of the community.

### 4.3.6 Dwellings Adjacent to Park & Ponds

The proposed stormwater management ponds and the neighbourhood park function as focal gathering spaces for the community. The dwellings adjacent to these prominent features shall be designed to consider and compliment this public open space.

#### Design Guidelines:

- Dwellings that are very visible from the main gathering space within the community shall implement an enhanced architectural treatment consistent with the architectural style, such as substantial front porches, prominent, well proportioned windows, a projecting bay, articulated wall treatment and other design elements that enhances the front elevation.
- The use of upgraded materials and detailing, such as stone or precast elements, dichromatic brick, quoining, etc. shall be integrated into the elevation design.
- Park facing dwellings shall have available a variety of model types, elevation types and colour packages. However, a cohesive, harmonious relationship shall be achieved for all lots.
- Dwellings adjacent to public open space shall be sited such that the driveway and garage is furthest away from the edge of the open space, where possible.



Dwellings that front onto parks, ponds and/or schools provide a backdrop to these important community spaces and should therefore be designed in a manner that complements their public exposure.



Image example showing dwellings backing onto a stormwater management facility, emphasizing the pond as a key feature of the community.

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## SUSTAINABILITY & LOW-IMPACT DESIGN

### 5.1 ABOUT SUSTAINABILITY & LOW-IMPACT DESIGN

The subject lands shall be designed with an emphasis on the integration of sustainable practices and techniques that will result in a community which is highly walkable and cyclist friendly, with a mix of residential uses and a diversity of housing types and densities.

The principles and objectives of sustainability have applications in all areas of the development. The community's context and the NHS that is woven into its fabric makes sustainable development and low-impact design a key priority.

The community's design and implementation will integrate several important sustainable measures related to:

- Transportation alternatives;
- Hardscaping;
- Softscaping;
- Water conservation and management;
- Lighting; and
- Materials.

### 5.2 SUSTAINABILITY & LOW-IMPACT APPROACHES

There are several techniques that may be considered for the community that will help mitigate the impacts of development and reduce the reliance on 'end of pipe' solutions.

#### Transportation Alternatives

- To encourage a reduction in automobile usage, ensure pedestrian circulation is integrated into the design of the community.
- The sizing of parking facilities shall be minimized to meet zoning requirements.
- As an alternative to automobile use, cycling shall be encouraged by establishing safe, efficient cycling connections and integrating bicycle racks, rings, or posts, in parks or where appropriate.

#### Lighting

- Consider achieving a balance between safety and security and a reduction in energy consumption.
- Energy efficient luminaires and bulbs to satisfy lighting requirements shall be utilized
- Selection of lighting poles, luminaires and light levels that are appropriate to the site and function to avoid excessive illumination and light pollution shall be considered.



Landscaping features can be used to successfully screen undesirable views to adjacent or nearby uses like parking lots.



Roof downspouts help direct excess water into soakaway pits. Paired with xeriscape planting, the combination performs well in urban environments due to low-maintenance requirements.

## Hardscaping

Objectives for hardscaping shall balance functional requirements of vehicular and pedestrian circulation with sustainability, accessibility, aesthetic considerations and maintenance. As a general rule, select paving alternatives that allow for increased permeability and infiltration, while accommodating circulation and maintenance requirements.

- Preference shall be given to the selection of porous paving materials, such as porous concrete or asphalt and/or precast turf-grid products.
- Where possible, surface materials that contain recycled or sustainable materials shall be utilized.
- The use of light coloured surface materials, such as concrete or light asphalt is encouraged to decrease heat absorption and ambient surface temperatures (urban heat island effect).
- All paving materials and installation shall be selected and designed to withstand traffic impacts and maintenance requirements.

## Softscaping

- Naturalized, low maintenance planting shall be specified where appropriate.
- Landscape features, such as berms, tree and shrub groupings, and 'green' walls shall be utilized to screen undesirable views to adjacent or nearby uses (traffic, commercial buildings, parking).
- Dense deciduous canopy trees shall be strategically placed to let sunlight and warmth into buildings and public open spaces and sidewalks during winter, while in summer creating a canopy that shields people and buildings from sun, glare and heat, and allows breezes to flow through.
- To mitigate the impact of wind on a site, evergreens should be used as a windscreen for undesirable wind exposures.
- Only organic or biological fertilizers and weed and pest controls, free of potentially toxic contaminants shall be used.

## Materials

- The use of local materials to avoid unnecessary long distance transport of building materials is encouraged; and
- The use of materials that have been sustainably harvested is encouraged.

## Water Conservation and Management

- Future homeowners shall have the opportunity for utilizing rain barrels for implementing rainwater harvesting techniques to use stormwater resources for irrigation.
- Depending on the type of built form, rain barrels or similar container system may also be considered to manage roof runoff.
- Undertaking soil amendments to increase topsoil depths and restructure compacted soils for improved infiltration shall be considered.
- Clean water is proposed to be conveyed from several areas across the development to the NHS to maintain the pre-development runoff to wetland features within the NHS. Diverting clean flow to the NHS rather than conveying it to a stormwater management facility is expected to mitigate erosion in the receiving watercourse by providing an opportunity for infiltration and evapotranspiration prior to reaching the watercourse.
- Rear yard infiltration trenches are proposed where feasible. Rear yard trenches are proposed to collect and infiltrate runoff from impervious roof and backyard areas. Runoff will be conveyed through rear yard swales to rear lot catch basins.
- An infiltration gallery is proposed in the park to store and infiltrate flows from the southern medium density block. An OGS is proposed to pre-treat stormwater from the medium density block prior to conveying the flows to the infiltration gallery. Pre-treatment is necessary to prevent sediment buildup and blockage within the infiltration facility. The proposed infiltration gallery will operate similar to the rear yard infiltration trenches. The gallery will be composed of clearstone and will be equipped with an overflow pipe that will convey flows in excess of the infiltration gallery capacity to the local storm system and ultimately Pond 2. The infiltration gallery has been conceptually sized to store runoff from the medium density block during a 25 mm rainfall event.

### LEGEND

|                                                                                     |                              |                                                                                     |                         |
|-------------------------------------------------------------------------------------|------------------------------|-------------------------------------------------------------------------------------|-------------------------|
|  | COMMUNITY SITE BOUNDARY      |  | NATURAL HERITAGE SYSTEM |
|  | PROPOSED INFILTRATION TRENCH |  | GREENBELT LANDS         |
|  | LID DRAINAGE AREA            |  | OPEN SPACE / PARK       |
|  | INFILTRATION GALLERY         |  | STORMWATER POND         |

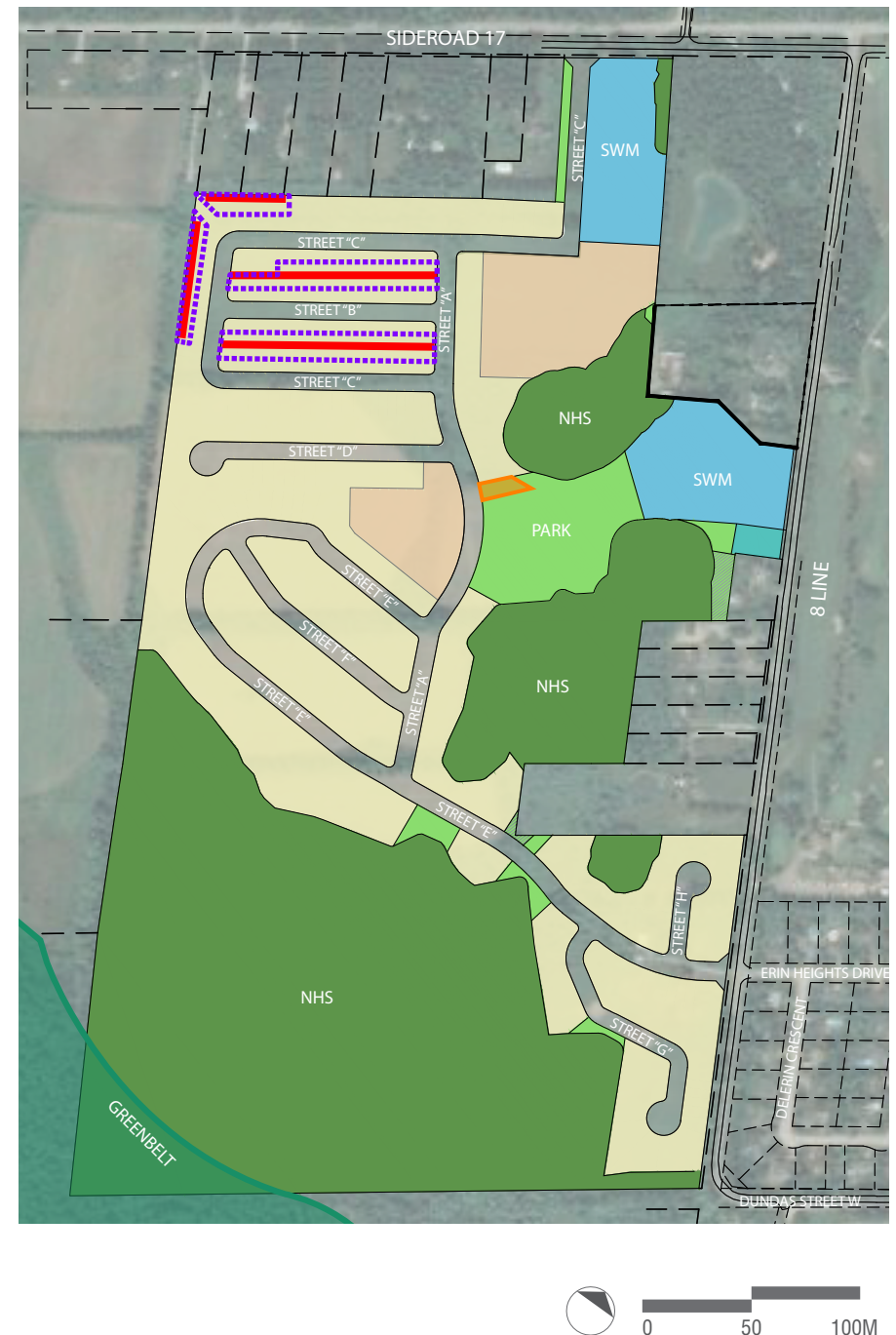


Figure 15: Potential LID Opportunities

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## IMPLEMENTATION

### 6.1 PLANNING APPROVAL PROCESS

This UDB will be implemented through various development application processes. Complete Submission requirements for development proposals are outlined in the Town of Erin's Development Engineering Standards Manual (DESM). The DESM outlines the Town's current engineering requirements, guidelines, specifications, and standards that form the basis for obtaining engineering approvals related to development applications.

The UDB provides the overall design direction for development of both the private and public realms within the community and will be implemented through the following planning approvals, having regard for the principles and recommendations established in the Town of Erin's Official Plan and Community and Architectural Design Guidelines:

- Draft Plans of Subdivision (2)
- Zoning By-Law Amendment

### 6.2 ARCHITECTURAL DESIGN REVIEW PROCESS

The Priority Lot Plan and associated design recommendations included in this UDB should be implemented through an architectural design review and approval process with the Town of Erin Building Department. As per the Town's Community and Architectural Design Guidelines, the architectural design review and approval process typically involves:

- Preliminary Review Process of model working drawings and subsequently of site plan and streetscape submissions;
- Final Review & Certification of model working drawings, site plans and streetscape drawings; and
- Exterior Colour/Material Package Review to be submitted early on in the process prior to final approval of model working drawings.
- The Town may require the developer/builder to enlist the services of an urban design peer reviewer and/or control architect to administer this process.

# APPENDIX

## NON-COMPLIANCE WITH COMMUNITY & ARCHITECTURAL DESIGN GUIDELINES

To assist in the Urban Design Brief (UDB) review process, the following table lists instances where the proposed development does not comply with the Town of Erin's Community and Architectural Design Guidelines. The non-complying UDB guideline is provided, along with justification for why the development does not, or cannot, comply.

| Town of Erin Community & Architectural Design Guidelines                                                                                                                                                                       | Urban Design Brief Guideline                                                                                                                                                                             | Justification for Non-Compliance                                                                                                                                                                                                                 |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| (DG)5. Pair driveways at common property line, where possible, to allow for greater opportunities for landscaped/grassed areas along the streetscape and front yards, and allow sufficient space for on street parking (p.47). | 4.2.4. To create opportunities for on-street parking, a minimum of 5.5m separation between driveways shall be provided, allowing for more unpaired driveways, which reduces the width of asphalt (p.30). | Allowing for more unpaired driveways, with a minimum of 5.5m separation between each, will reduce the width of asphalt within the streetscape, create more landscaped/grassed areas, and accommodate the extreme grading conditions on the site. |
| (DG)6. Provide a minimum of 6m separation between driveways, where they are not paired along the street, to allow for the opportunity for on-street parking (p.47).                                                            | 4.2.4. To create opportunities for on-street parking, a minimum of 5.5m separation between driveways shall be provided, allowing for more unpaired driveways, which reduces the width of asphalt (p.30). | A minimum 5.5m separation between driveways, rather than 6m, will allow for more unpaired driveways on the site to better respond to the variable grading conditions and still allow for ample on-street parking opportunities.                  |

## NON-COMPLIANCE WITH COMMUNITY & ARCHITECTURAL DESIGN GUIDELINES, CONTINUED...

| Town of Erin Community & Architectural Design Guidelines                                                                                                                                                                                                                                                                                                                              | Urban Design Brief Guideline                                                                                                                                                                                                                                                                                                                                                                                  | Justification for Non-Compliance                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>(DG)7. Minimize the visual impact/ dominance of front integrated garages on the streetscape by:</p> <ul style="list-style-type: none"> <li>Limiting front integrated garages to 2 cars and ensuring that the overall width of the garage doors do not exceed 50% of overall width of the house (p.47-48).</li> </ul>                                                               | <p>4.2.5. For garage under product, the overall width of the garage door(s) will greatly exceed 50% of the overall width of the house, however, care shall be taken to ensure the impact of the garage is minimized through articulation of the main entrance and two upper storeys, and by providing two garage doors or designing a single door to create the appearance of two separate doors. (p.31).</p> | <p>To accommodate the extreme grading conditions on the site, nearly half of the units will be garage under product that will appear to be 3-storeys from the front and 2-storeys at the rear. Garages in these units will likely take up most of the front façade, as they will be narrower units with 2-car garages. The impact of these garages within the streetscape shall be minimized by ensuring the architecture of the main entrance and the two upper storeys is appropriately articulated to take the focus away from the garages. 2-car garages shall also be designed with two single bay doors separated by a masonry pier, or by ensuring that a single door is designed to create the appearance of two separate doors.</p> |
| <p>For Corner Lot Dwellings:</p> <p>(L)6. Ensure the design treatment of the exterior side elevation is equal to that of the front elevation. Locate the main entry on the flankage elevation (p.53).</p> <p>For End Units (Townhouse Blocks):</p> <p>(L)16. Incorporate main or a secondary door on the exterior side elevation of the unit, with access to the sidewalk (p.53).</p> | <p>4.3.1. Gateway Lots</p> <p>Although designed as a corner lot with facade treatment addressing both street frontages, the main entry, garage and porch should primarily address the short (front facing) street frontage, particularly where the flankage of the dwelling faces major and minor arterial roads (p.33).</p> <p>4.3.2. Corner Lots</p> <p>Figure 14 (p.34)</p>                                | <p>Due to the extreme grading conditions on the site, a walkway from the exterior side / flankage elevation to the sidewalk may not be possible. Entrance walkways shall be provided only along the short (front facing) street frontage, however, the flankage elevation shall be highly articulated to reflect its prominent location within the streetscape.</p>                                                                                                                                                                                                                                                                                                                                                                          |



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